

## List of pages in this Trip Kit

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Revision Letter For Cycle 07-2023  
Change Notices  
Notebook

## General Information

Location: SEATTLE WA USA  
ICAO/IATA: KSEA / SEA  
Lat/Long: N47° 26.99', W122° 18.71'  
Elevation: 432 ft

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

Fuel Types: Jet A, Jet A-1  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 1319 Z  
Sunset: 0259 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: 432 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: 118.000  
Seattle Tower: 119.900  
Seattle Tower: 120.950  
Seattle Ground: 121.700  
Seattle Ramp/Taxi: 126.875  
Seattle Ramp/Taxi: 126.250  
Seattle Ramp/Taxi: 122.275  
Seattle Clearance Delivery: 128.000  
Seattle Approach: 125.900  
Seattle Approach: 128.500  
Seattle Approach: 133.650 Initial Contact  
Seattle Approach: 126.500  
Seattle Approach: 119.200  
Seattle Approach: 125.600  
Seattle Approach: 123.900 Secondary  
Seattle Approach: 120.400  
Seattle Approach: 120.100  
Seattle Terminal Control Area: 128.500 (302°-16°)  
Seattle Terminal Control Area: 120.100 (223°-289°)  
Seattle Terminal Control Area: 119.200 (17°-79°)  
Seattle Terminal Control Area: 120.400 (301°-340°)  
Seattle Terminal Control Area: 125.900 (80°-125°)  
Seattle Terminal Control Area: 126.500 (126°-222°)  
Seattle Departure: 119.200 (17°-79°)  
Seattle Departure: 120.100 (223°-289°)  
Seattle Departure: 120.400 (301°-340°)  
Seattle Departure: 123.900 Secondary  
Seattle Departure: 126.500 (126°-222°)  
Seattle Departure: 128.500 (302°-16°)  
Seattle Departure: 125.600  
Seattle Departure: 125.900 (80°-125°)

Seattle UNICOM: 122.950



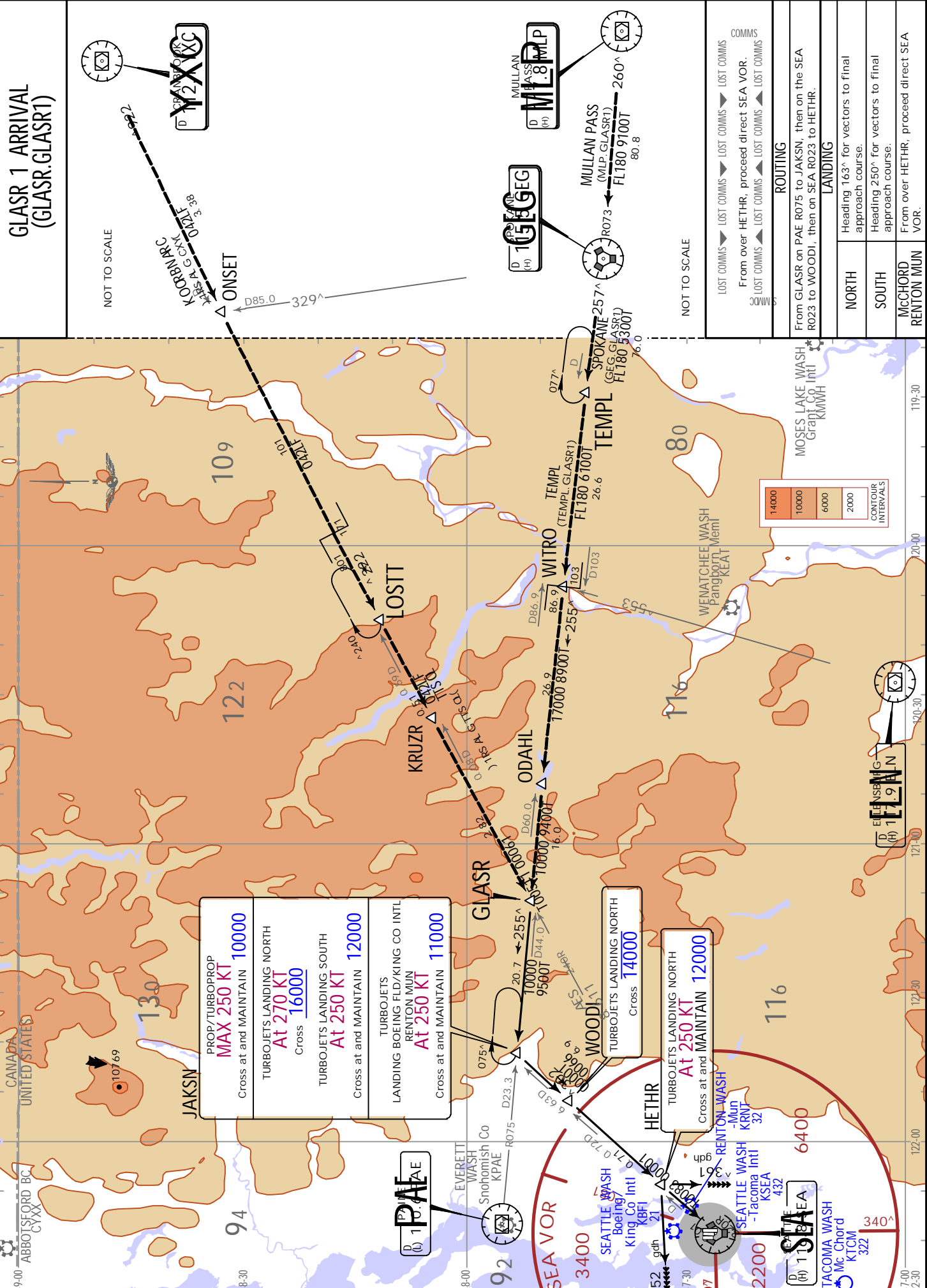


1. DME and RADAR required.  
 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow.  
 3. Also serves KBFI, KRNT.

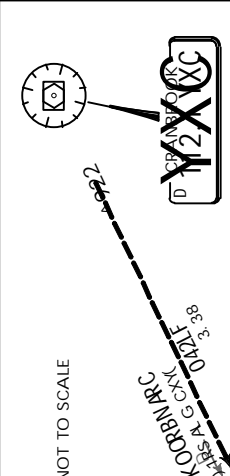
Alt set: INCHES Trans level: FL180

Apt Elev  
 See graphic

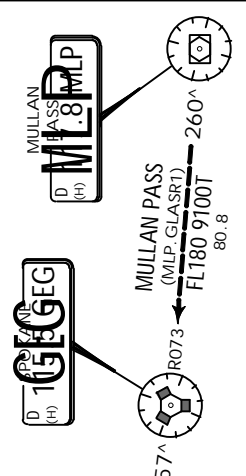
-TACOMA INTL D-ATIS  
 118.0



**GLASR 1 ARRIVAL  
 (GLASR.GLASR1)**



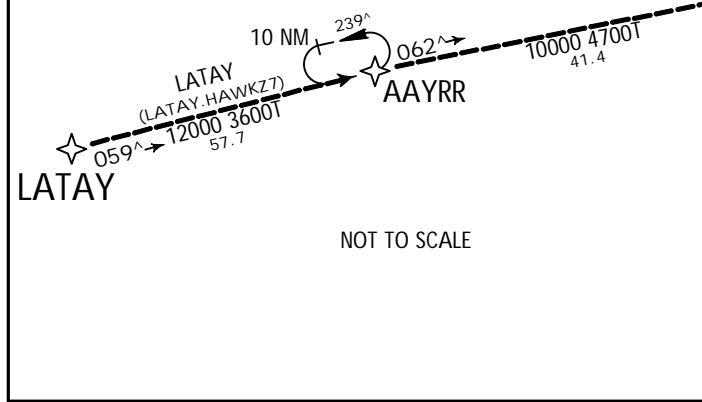
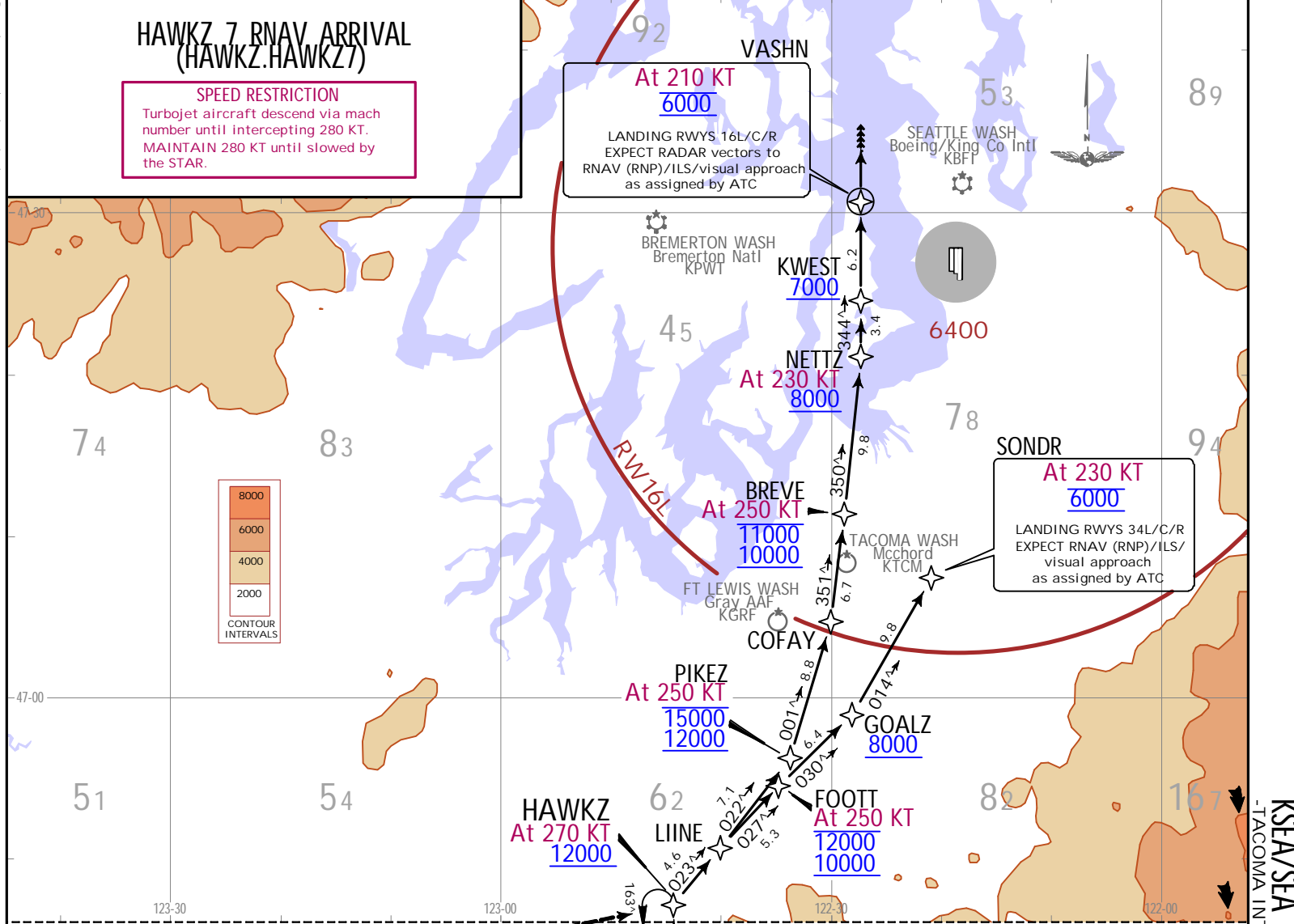
PROP/TURBOPROP MAX 250 KT	10000
Cross at and MAINTAIN	
TURBOJETS LANDING NORTH	At 270 KT
Cross	
TURBOJETS LANDING SOUTH	At 250 KT
Cross at and MAINTAIN	
TURBOJETS	12000
Cross at and MAINTAIN	
LANDING BOEING FLD/KING CO INTL RENTON MUN	At 250 KT
Cross at and MAINTAIN	
TURBOJETS	11000
Cross at and MAINTAIN	



LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS
From over HETHR, proceed direct SEA VOR.	From over HETHR, proceed direct SEA VOR.	From over HETHR, proceed direct SEA VOR.	From over HETHR, proceed direct SEA VOR.
LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS
From GLASR on PAE R075 to JAKSN, then on the SEA R023 to WOODI, then on SEA R023 to HETHR.	From GLASR on PAE R075 to JAKSN, then on the SEA R023 to WOODI, then on SEA R023 to HETHR.	From GLASR on PAE R075 to JAKSN, then on the SEA R023 to WOODI, then on SEA R023 to HETHR.	From GLASR on PAE R075 to JAKSN, then on the SEA R023 to WOODI, then on SEA R023 to HETHR.
<b>ROUTING</b>			
<b>LANDING</b>			
NORTH	Heading 163° for vectors to final approach course.		
SOUTH	Heading 250° for vectors to final approach course.		
McCHORD RENTON MUN	From over HETHR, proceed direct SEA VOR.		

CHANGES: Procedure renumbered / revised

D-ATIS 118.0 Apt Elev 432 Alt Set: INCHES Trans Level: FL180  
 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.  
 4. For non-RNP aircraft landing Rwy 16L/C/R, EXPECT RADAR vectors to final approach course prior to VASHN.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST Landing Rwy 16: At VASHN, proceed to GRIFY and execute the ILS Rwy 16R approach. Landing Rwy 34: At SONDR, execute the ILS Rwy 34L approach. LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST	
ROUTING	
From HAWKZ on track 023° to LIINE.	
RWY	LANDING
16L/C/R	From LIINE on track 022° to PIKEZ, then on track 001° to COFAY, then on track 351° to BREVE, then on track 350° to NETTZ, then on track 344° to KWEST, then on track 344° to VASHN, then on track 344°. EXPECT RADAR vectors to RNAV (RNP)/ILS/visual approach as assigned by ATC.
34L/C/R	From LIINE on track 027° to FOOTT, then on track 030° to GOALZ, then on track 014° to SONDR. EXPECT RNAV (RNP)/ILS/visual approach as assigned by ATC.

KSEA/SEA  
-TACOMA INTL

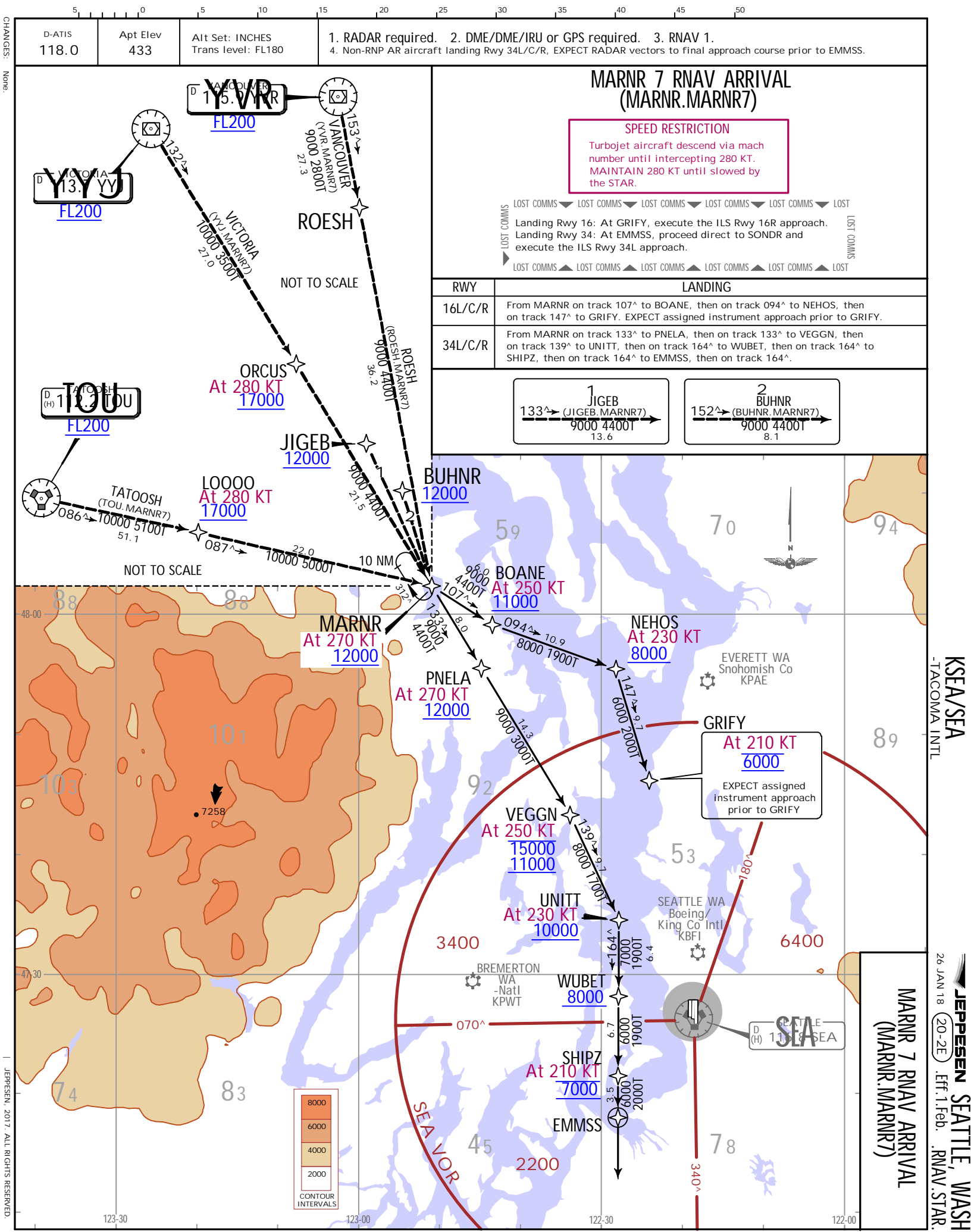
7 SEP 18  
JEPPESSEN  
(20-2C)  
EFF: 13 Sep.

SEATTLE, WASH  
RNAV.STAR.

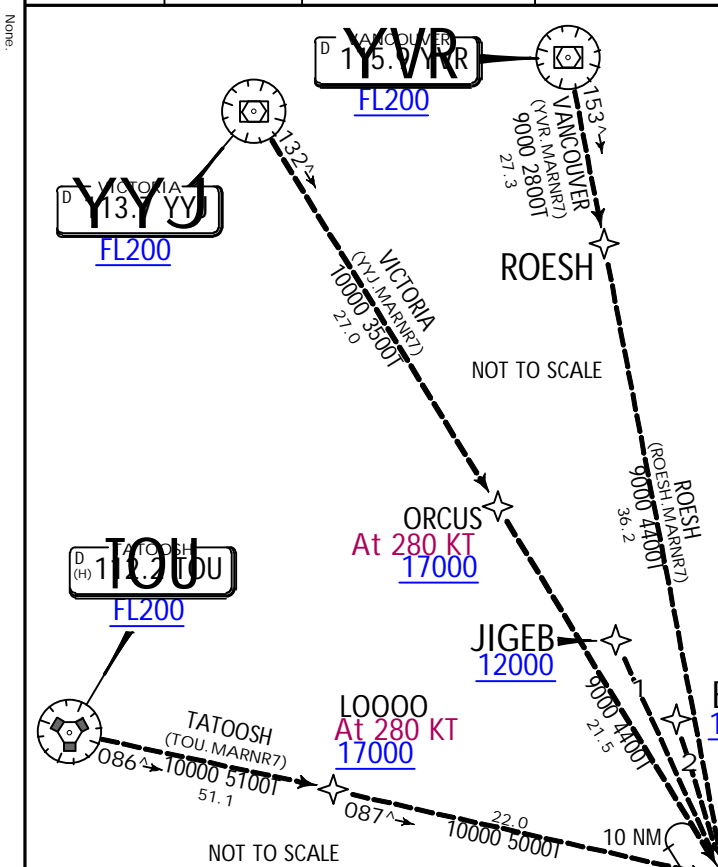
HAWKZ 7 RNAV ARRIVAL  
(HAWKZ.HAWKZ7)







D-ATIS 118.0 Apt Elev 433 Alt Set: INCHES Trans Level: FL180  
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.  
4. Non-RNP AR aircraft landing Rwy 34L/C/R, EXPECT RADAR vectors to final approach course prior to EMMSS.



**MARNR 7 RNAV ARRIVAL (MARNR.MARNR7)**

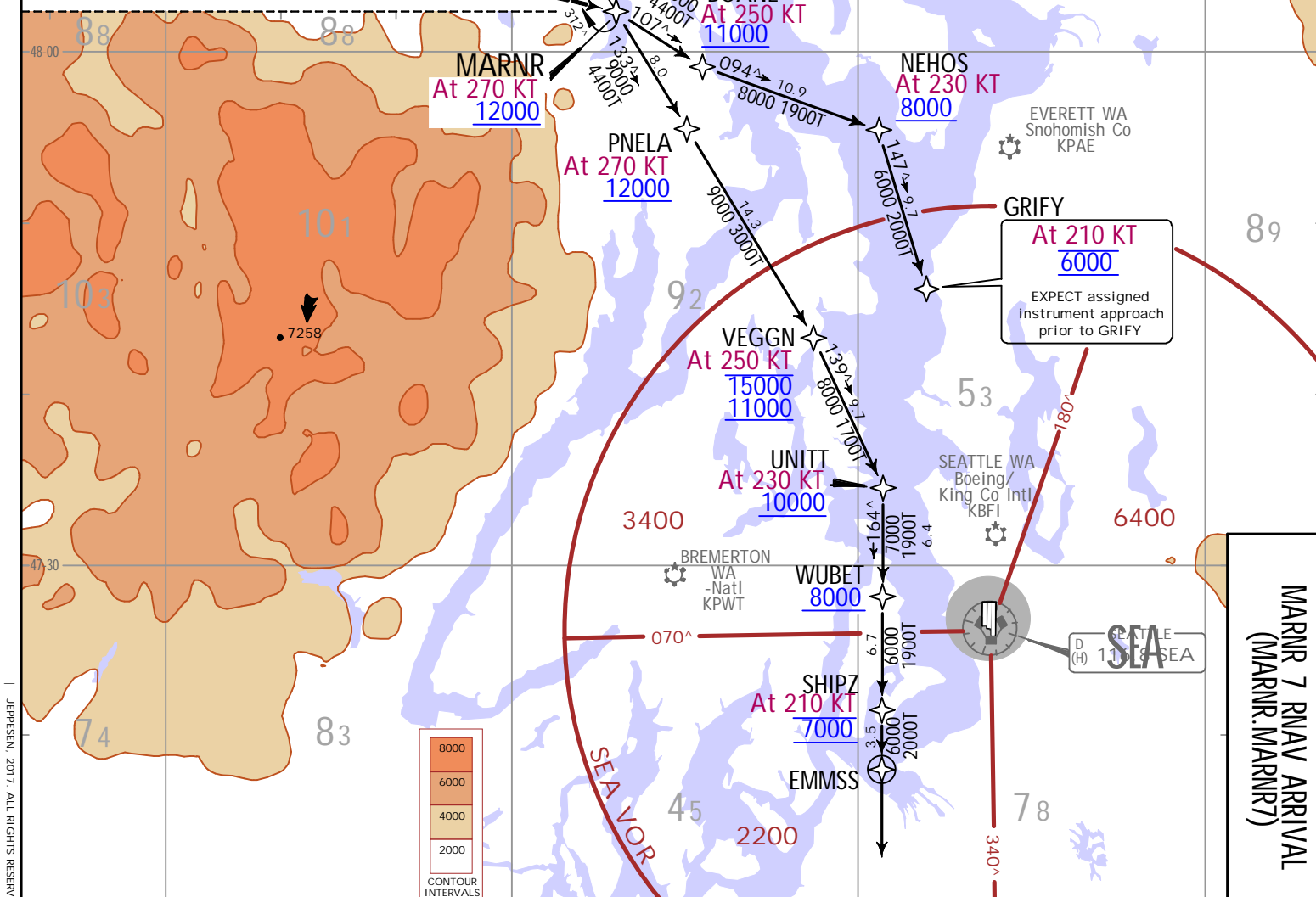
**SPEED RESTRICTION**  
Turbojet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by the STAR.

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

RWY	LANDING
16L/C/R	From MARNR on track 107° to BOANE, then on track 094° to NEHOS, then on track 147° to GRIFY. EXPECT assigned instrument approach prior to GRIFY.
34L/C/R	From MARNR on track 133° to PNELA, then on track 133° to VEGGN, then on track 139° to UNITT, then on track 164° to WUBET, then on track 164° to SHIPZ, then on track 164° to EMMSS, then on track 164°.

1 JIGEB (JIGEB.MARNR7)  
133° 9000 4400T  
13.6

2 BUHNR (BUHNR.MARNR7)  
152° 9000 4400T  
8.1









SEATTLE Departure (R) 120.4	Apt Elev 432	Trans alt: 18000	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. For non-GPS equipped aircraft departing Rwy 16L/C/R: HOM DME must be operational. 5. For non-GPS equipped aircraft departing Rwy 34L/C/R: PAE DME must be operational.
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**BANGR 9 RNAV DEPARTURE (BANGR9.BANGR)**

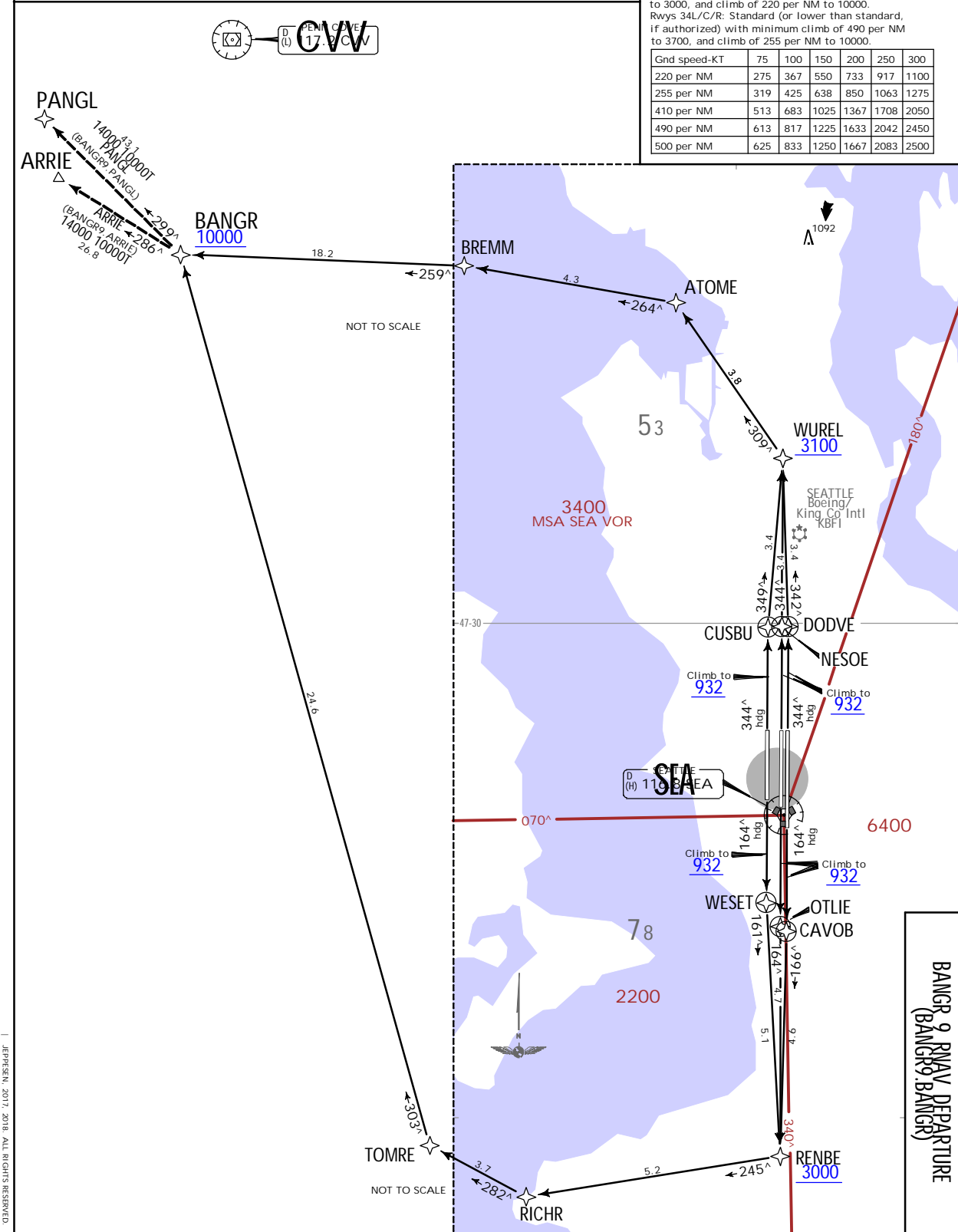
RWY	INITIAL CLIMB	TOP ALTITUDE
16L	Climb heading 164° to at or above 932, then direct CAVOB, then on track 166° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000.	Assigned by ATC
16C	Climb heading 164° to at or above 932, then direct OTLIE, then on track 164° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000.	
16R	Climb heading 164° to at or above 932, then direct WESET, then on track 161° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000.	
34L	Climb heading 344° to at or above 932, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000.	
34C	Climb heading 344° to at or above 932, then direct NESOE, then on track 344° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000.	
34R	Climb heading 344° to at or above 932, then direct DODVE, then on track 342° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000.	

**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):  
 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

**ROUTING**  
 From BANGR on transition. MAINTAIN assigned altitude, EXPECT filed altitude/flight level 15 NM from SEA VOR.



KSEA/SEA  
 SEATTLE-TACOMA INTL  
 8 JUL 22  
 JEPPESEN  
 SEATTLE, WASH  
 RNAV SID  
 BANGR 9 RNAV DEPARTURE  
 (BANGR9, BANGR)



CHANGES: Remains

SEATTLE Departure (R) 120.4	Apt Elev 432	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.	4. For non-GPS equipped aircraft departing Rwy's 16L/C/R: OLM DME must be operational for HOQUIAM transition. 5. For non-GPS equipped aircraft departing Rwy's 34L/C: PAE DME must be operational, additionally OLM DME must be operational for HOQUIAM transition. 6. For non-GPS equipped aircraft departing Rwy's 34R: PAE and SEA DMEs must be operational, additionally OLM DME must be operational for HOQUIAM transition.
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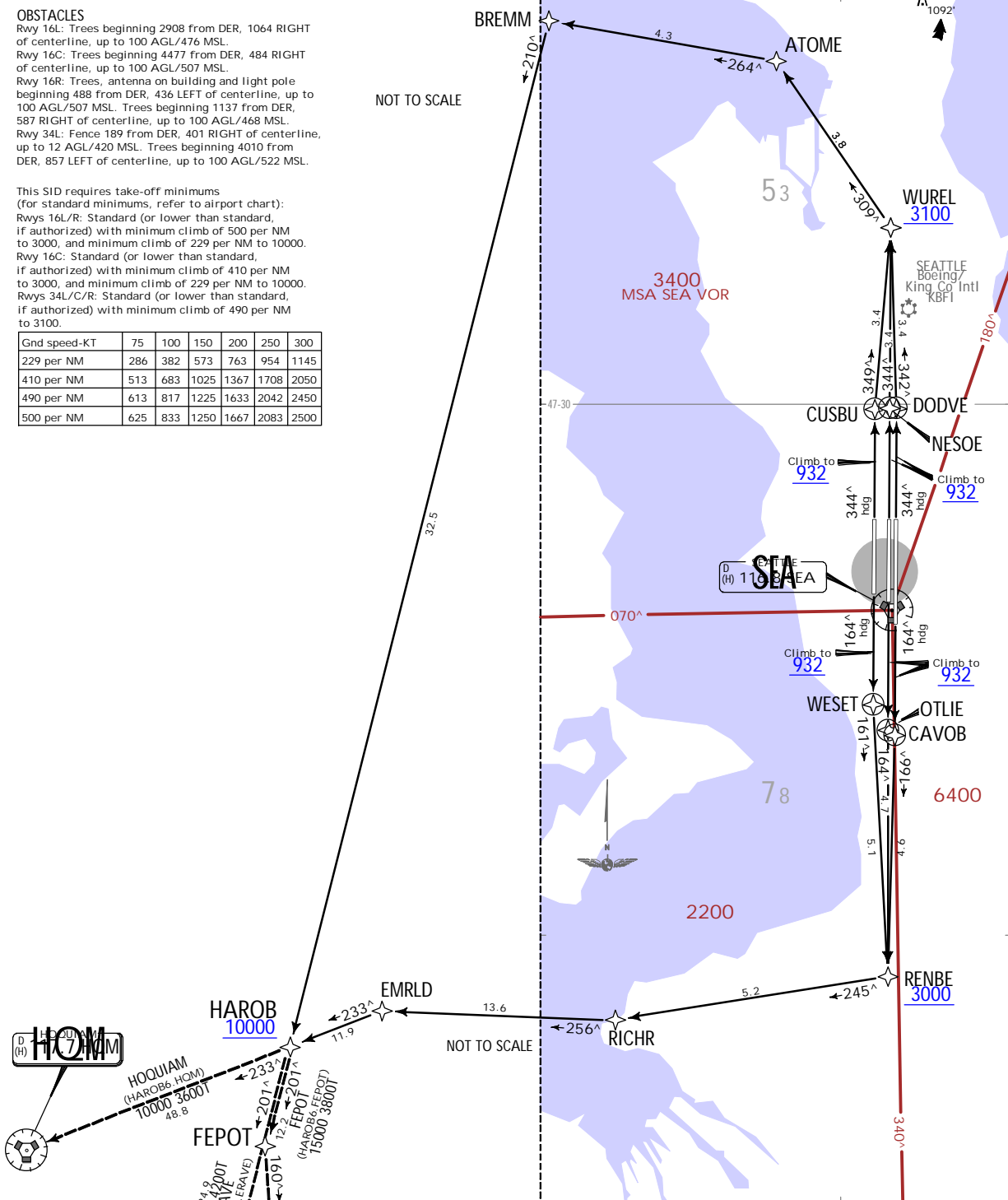
### HAROB 6 RNAV DEPARTURE (HAROB6.HAROB)

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

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	TOP ALTITUDE
16L	Climb heading 164° to at or above 932, then direct CAVOB, then on track 166° to cross RENBE at or above 3000, then on depicted route to HAROB, cross HAROB at or above 10000.	Assigned by ATC
16C	Climb heading 164° to at or above 932, then direct OTLIE, then on track 164° to cross RENBE at or above 3000, then on depicted route to HAROB, cross HAROB at or above 10000.	
16R	Climb heading 164° to at or above 932, then direct WESET, then on track 161° to cross RENBE at or above 3000, then on depicted route to HAROB, cross HAROB at or above 10000.	
34L	Climb heading 344° to at or above 932, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, then on depicted route to HAROB, cross HAROB at or above 10000.	
34C	Climb heading 344° to at or above 932, then direct NESOE, then on track 344° to cross WUREL at or above 3100, then on depicted route to HAROB, cross HAROB at or above 10000.	
34R	Climb heading 344° to at or above 932, then direct DODVE, then on track 342° to cross WUREL at or above 3100, then on depicted route to HAROB, cross HAROB at or above 10000.	
<b>ROUTING</b>		

At HAROB on transition. MAINTAIN assigned altitude, EXPECT filed altitude/flight level 15 NM from SEA VOR.

KSEA/SEA  
-TAOCOMA INTL

JEPPesen SEATTLE, WASH  
RNAV SID  
13 JUL 18 (20-3B) . EFF. 19 JUL.

HAROB 6 RNAV DEPARTURE  
(HAROB6.HAROB)

JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

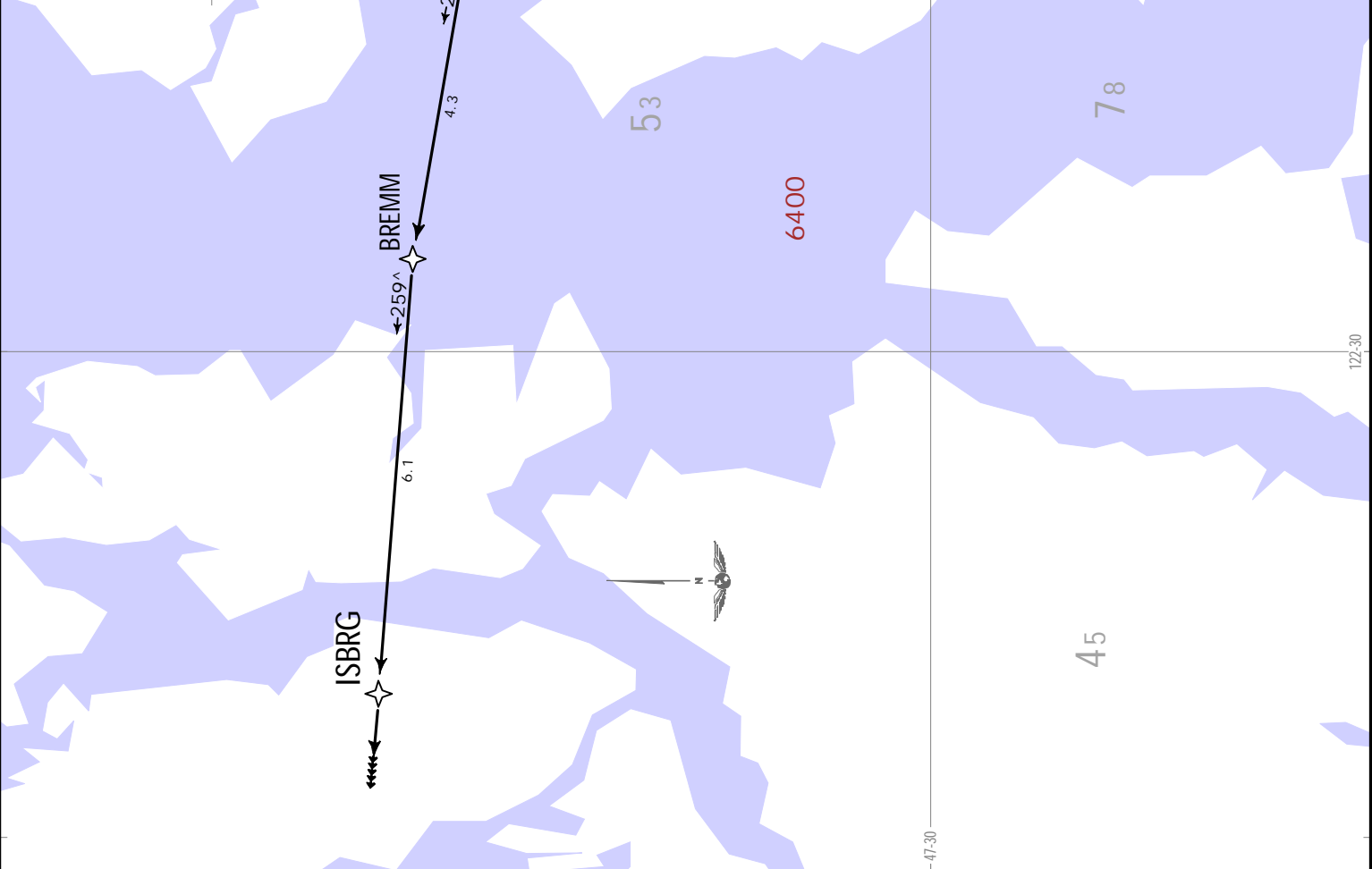
**JEPPESEN SEATTLE, WASH**  
 13 JUL 18 (20-3B-1) .Eff. 19 Jul. .RNAV.SID.

**KSEA/SEA**  
 -TACOMA INTL

SEATTLE Departure (R)  
 120.4  
 Apt Elev  
 432

Trans alt: 18000  
 1. RADAR required.  
 2. RNAV 1.  
 3. DME/DME/IRU or GPS required.  
 4. Procedure available from 2200 to 0600 local.  
 5. ARRIE departures EXPECT direct/vectors to ARRIE.

**ISBRG 1 RNAV DEPARTURE**  
 (ISBRGT:ISBRG)



**TAKEOFF OBSTACLE NOTES**  
 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):  
 Rwy 16L/C/R: Not authorized, ATC.  
 Rwy 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 940.

500 per NM	75	100	150	200	250	300
Gnd speed-KT	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
34L	Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100.	9000
34C	Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100.	9000
34R	Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100.	9000

**ROUTING**

On track 309° to ATOME, then on track 264° to BREMM, then on track 259° to ISBRG, then on course 259°, EXPECT RADAR vectors on course. MAINTAIN 9000. EXPECT clearance to filed altitude within 5 minutes after departure.



SEATTLE Departure (R)  
 120.4  
 Apt Elev  
 432

Trans alt: 18000  
 1. RADAR required.  
 2. RNAV 1  
 3. DME/DME/IRU or GPS required.  
 4. Procedure available from 2200 to 0600 local.

**JEFPO 1 RNAV DEPARTURE**  
**(JEFPO1.JEFPO)**

**TAKEOFF OBSTACLE NOTES**  
 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 takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 16L/C/R: Not authorized, AIC.  
 Rwy 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 940.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

**RWY**      **INITIAL CLIMB**      **TOP ALTITUDE**

**34L**      Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100.

**34C**      Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100.

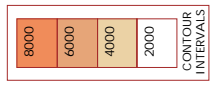
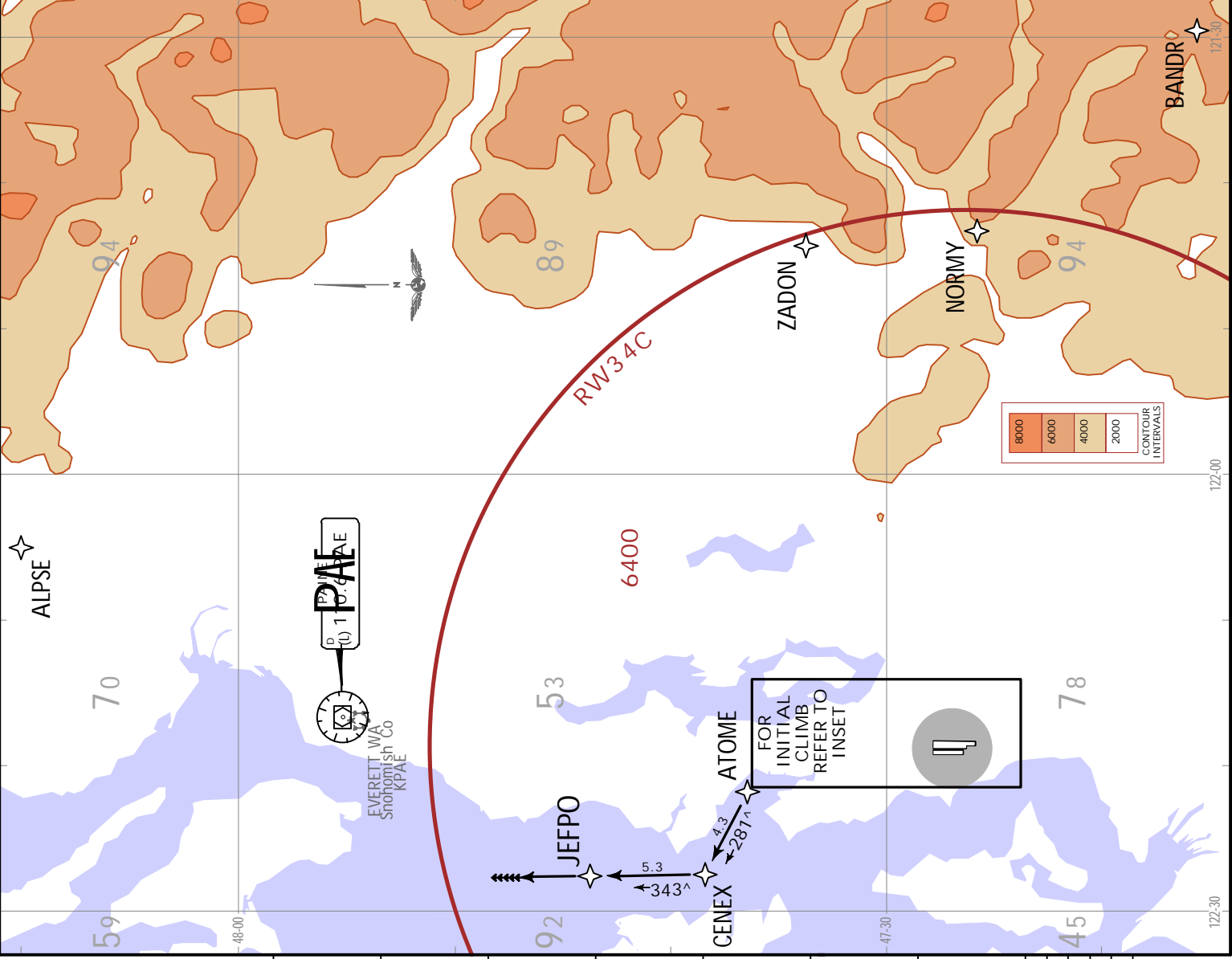
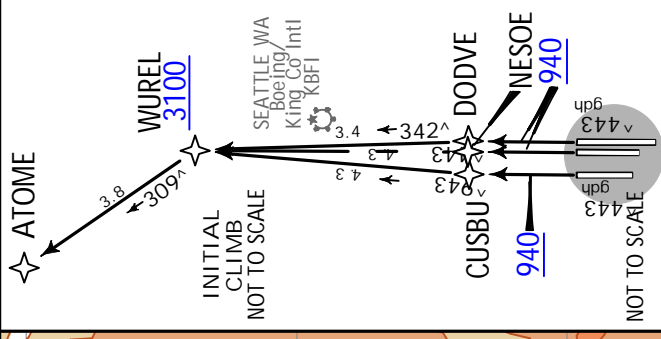
**34R**      Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100.

**ROUTING**

On track 309° to ATOME, then on track 281° to CENEX, then on track 343° to JEFPO, then on course 343°, EXPECT RADAR vectors on course. MAINTAIN 9000. EXPECT clearance to filed altitude within 5 minutes after departure.

**Departures: EXPECT direct/vectors to:**

ALPSE	to ALPSE.
BANDR	to BANDR.
NORMY	to NORMY.
PAE	to PAE VOR.
ZADON	to ZADON.



FOR INITIAL CLIMB REFER TO INSET



**JEPPESEN** SEATTLE, WASH.  
 .RNAV.SID.  
 13 DEC 19 20-3E

SEATTLE Departure (R)  
 120.4  
 Apt Elev  
 432

- Trans alt: 18000  
 1. RADAR required.  
 2. RNAV 1.  
 3. DME/DME/IRU or GPS required.  
 4. Procedure available from 2200 to 0600 local.

**OZWLD 1 RNAV DEPARTURE  
 (OZWLD1.0ZWL0)**

**TAKEOFF OBSTACLE NOTES**  
 Rwy 34L: Fence 189 from DER, 401 right of centerline, up to 12 AGL/420 MSL. Trees beginning 4010 from DER, 857 left of center line, up to 100 AGL/522 MSL.

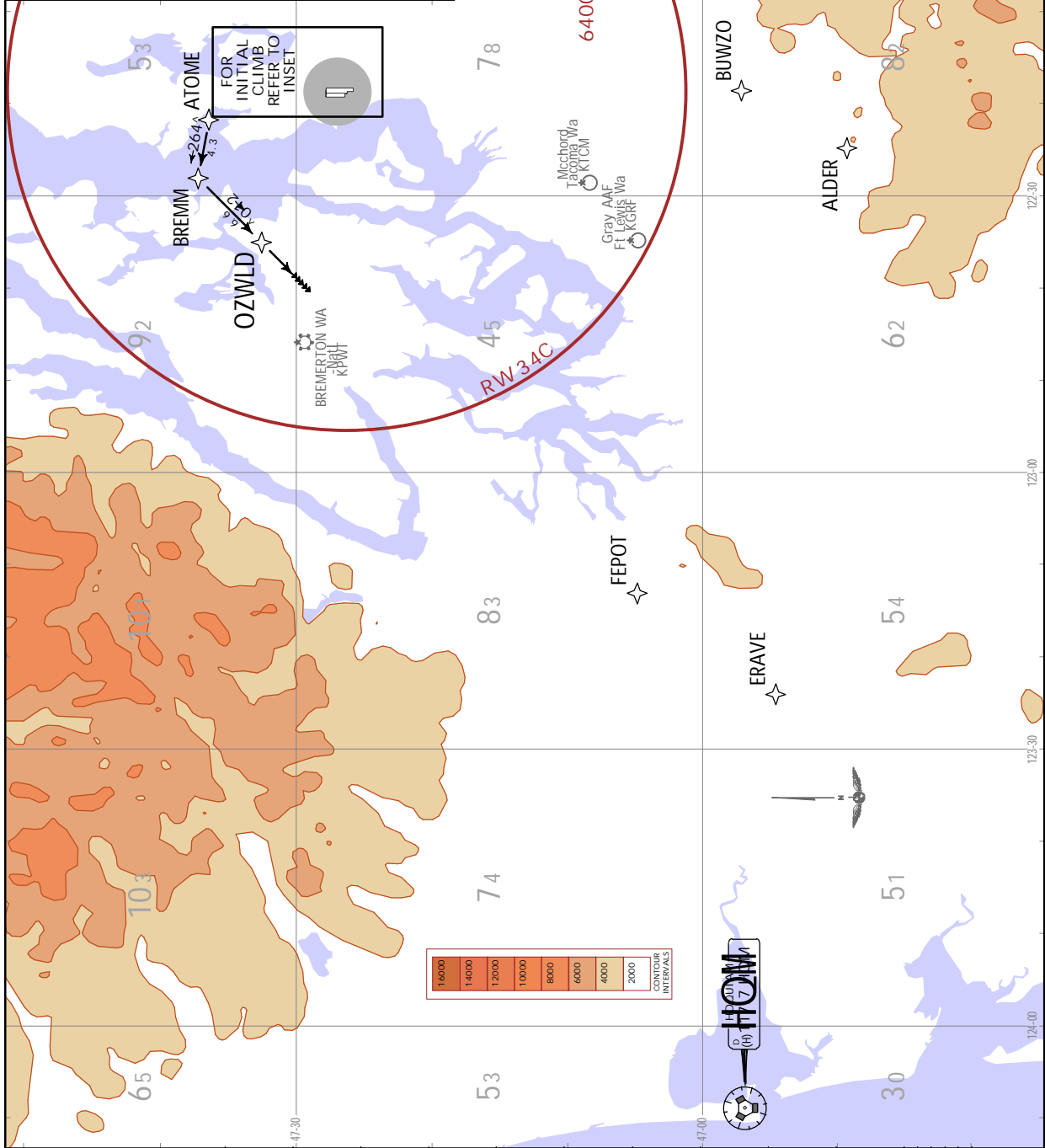
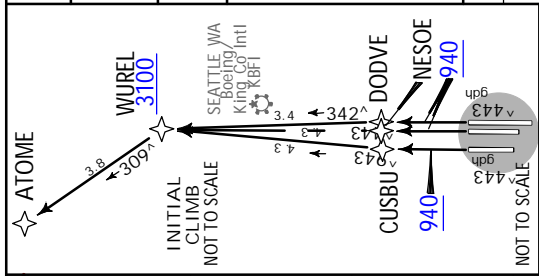
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 34L: Not authorized. ATC.  
 Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 940.

RWY	INITIAL CLIMB	TOP ALTITUDE
34L	75   100   150   200   250   300	
34C	625   833   1250   1667   2083   2500	9000

**ROUTING**  
 On track 309° to ATOME, then on track 264° to BREMM, then on track 210° to OZWLD, then on course 210°, EXPECT RADAR vectors on course. MAINTAIN 9000, EXPECT clearance to filed altitude within 5 minutes after departure.

**Departures: EXPECT direct/vectors to:**  
 ALDER to ALDER.  
 BUWZO to BUWZO.  
 ERAVE to ERAVE.  
 FEPOT to FEPOT.  
 HCM to HCM VOR.  
 SUMMA to SUMMA.

**KSEA/SEA**  
 -TACOMA INTL





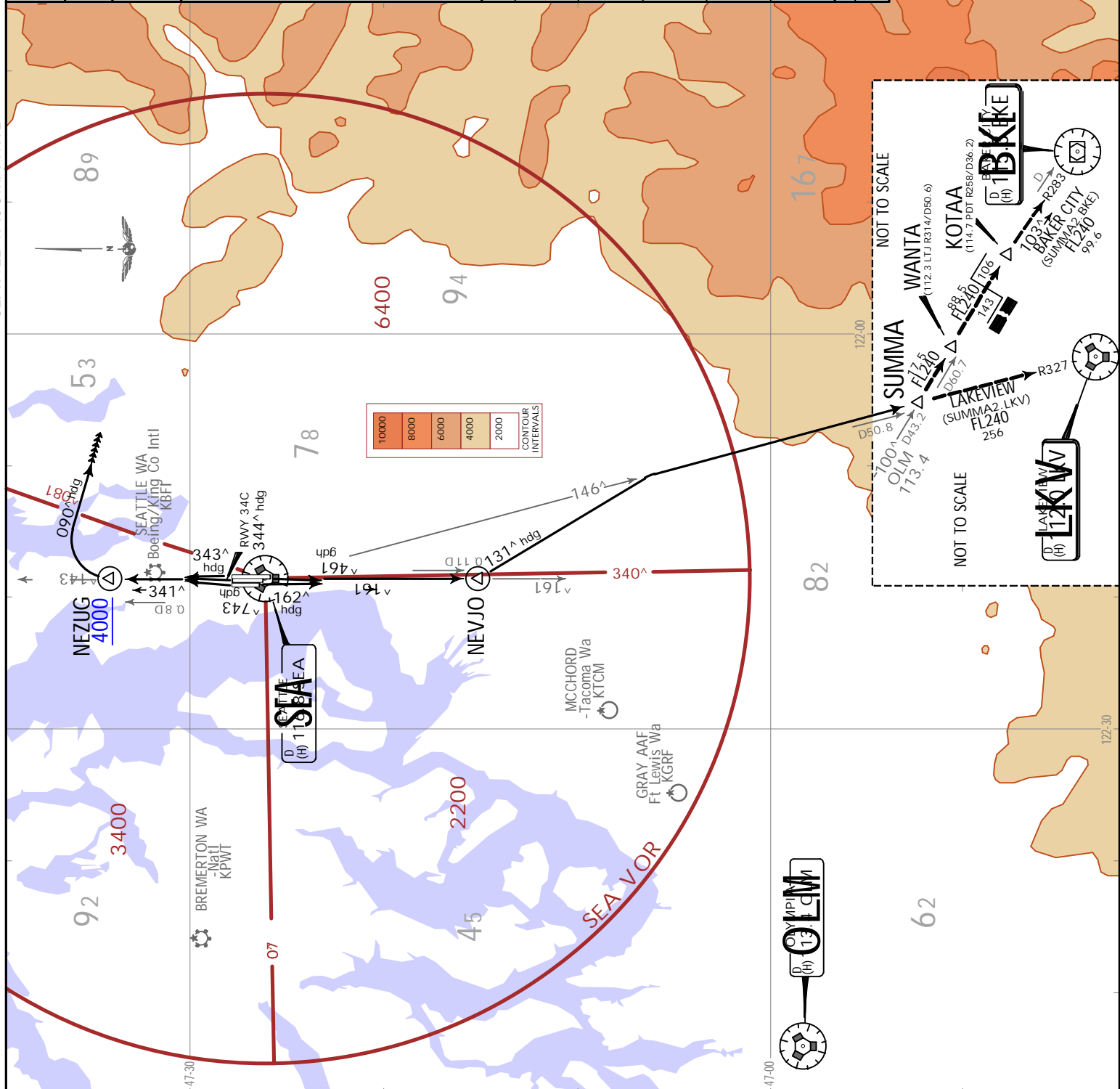
**JEPPESEN**  
 13 MAY 22 (20-3G) . Eff. 19 May.

**KSEA/SEA**  
 SEATTLE-TACOMA INTL

**SEATTLE, WASH**  
 .SID.

SEATTLE Departure (R)		Apt. Elev				
Rwy 16L/C/R	Rwy 34L/C/R	432				
120.4	119.2					
Trans alt: 18000 RADAR and DME required.						
<b>SUMMA 2 DEPARTURE</b> (SUMMA2.SUMMA)						
<b>TAKEOFF OBSTACLE NOTES</b> See TAKEOFF OBSTACLE NOTES page (20-30B1).						
This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwys 16C: Standard (or lower than standard, if authorized). Rwys 16L: 300-1 or Standard (or lower than standard, if authorized) with minimum climb of 425 per NM to 600. Rwys 16R: 300-1 1/4 or Standard (or lower than standard, if authorized) with minimum climb of 215 per NM to 600. Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 580 per NM to 4000.						
Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
425 per NM	531	708	1063	1417	1771	2125
580 per NM	725	967	1450	1933	2417	2900
<b>RWY</b>	<b>INITIAL CLIMB</b>					<b>TOP ALTIITUDE</b>
16L/C	Climb on heading 164° and SEA R161 to NEVJO, then LEFT turn heading 131° to intercept the SEA R146 to SUMMA.					
16R	Climb on heading 162° and SEA R161 to NEVJO, then LEFT turn heading 131° to intercept the SEA R146 to SUMMA.					
34L	Climb on heading 347° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 090° for RADAR vectors to SUMMA.					Assigned by ATC
34C	Climb on heading 344° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 090° for RADAR vectors to SUMMA.					
34R	Climb on heading 343° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 090° for RADAR vectors to SUMMA.					

**ROUTING**  
 From SUMMA, on assigned transition, MAINTAIN ATC assigned altitude.



KSEA/SEA


  
 7 SEP 18  
 .Eff.13.Sep. (20-30B1)

SEATTLE, WASH

-TACOMA INTL

## TAKEOFF OBSTACLE NOTES - DEPs

### ◦ RWY 16L:

Tree 48' from DER, 483' right of centerline, 372' MSL. Lighting 85' from DER, 287' left of centerline, 3' AGL/349' MSL. Tree 193' from DER, 510' right of centerline, 378' MSL. Tree 2567' from DER, 357' right of centerline, 415' MSL. Trees beginning 2602' from DER, 365' right of centerline, up to 416' MSL. Tree 2663' from DER, 1144' right of centerline, 449' MSL. Tree 2779' from DER, 1135' right of centerline, 456' MSL. Trees beginning 2785' From DER, 1003' right of centerline, up to 472' MSL. Trees beginning 2806' from DER, 1022' right of centerline, up to 481' MSL. Trees beginning 2880' from DER, 1038' right of centerline, up to 499' MSL.

### ◦ RWY 16C:

Vertical point 132' from DER, 255' left of centerline, 6' AGL/368' MSL. Tree 4477' from DER, 550' right of centerline, 476' MSL. Tree 4598' from DER, 415' right of centerline, 478' MSL. Tree 4657' from DER, 1183' right of centerline, 483' MSL. Tree 4714' from DER, 1250' right of centerline, 488' MSL. Tree 4784' from DER, 961' right of centerline, 503' MSL. Trees beginning 4804' from DER, 1069' right of centerline, up to 506' MSL. Trees beginning 4838' from DER, 445' right of centerline, up to 509' MSL.

### ◦ RWY 16R:

Tree 8' from DER, 497' right of centerline, 369' MSL. Lighting 10' from DER, 5' left of centerline, 1' AGL/357' MSL. Sign 62' from DER, 286' left of centerline, 3' AGL/359' MSL. Building 488' from DER, 604' left of centerline, 24' AGL/384' MSL. Tree 1137' from DER, 586' right of centerline, 398' MSL. Tree 1271' from DER, 689' right of centerline, 414' MSL. Tree 1634' from DER, 932' right of centerline, 427' MSL. Tree, transmission line beginning 3124' from DER, 718' right of centerline, up to 468' MSL. Tree 5709' from DER, 738' left of centerline, 503' MSL. Trees beginning 5729' from DER, 487' left of centerline, up to 506' MSL. Trees beginning 5763' from DER, 440' left of centerline, up to 509' MSL.

### ◦ RWY 34L:

Lighting 10' from DER, 5' right of centerline, 1' AGL/416' MSL. Tree 4009' from DER, 1367' left of centerline, 521' MSL. Trees beginning 4129' from DER, 857' left of centerline, up to 528' MSL. Tree 4315' from DER, 989' left of centerline, 537' MSL.

### ◦ RWY 34C:

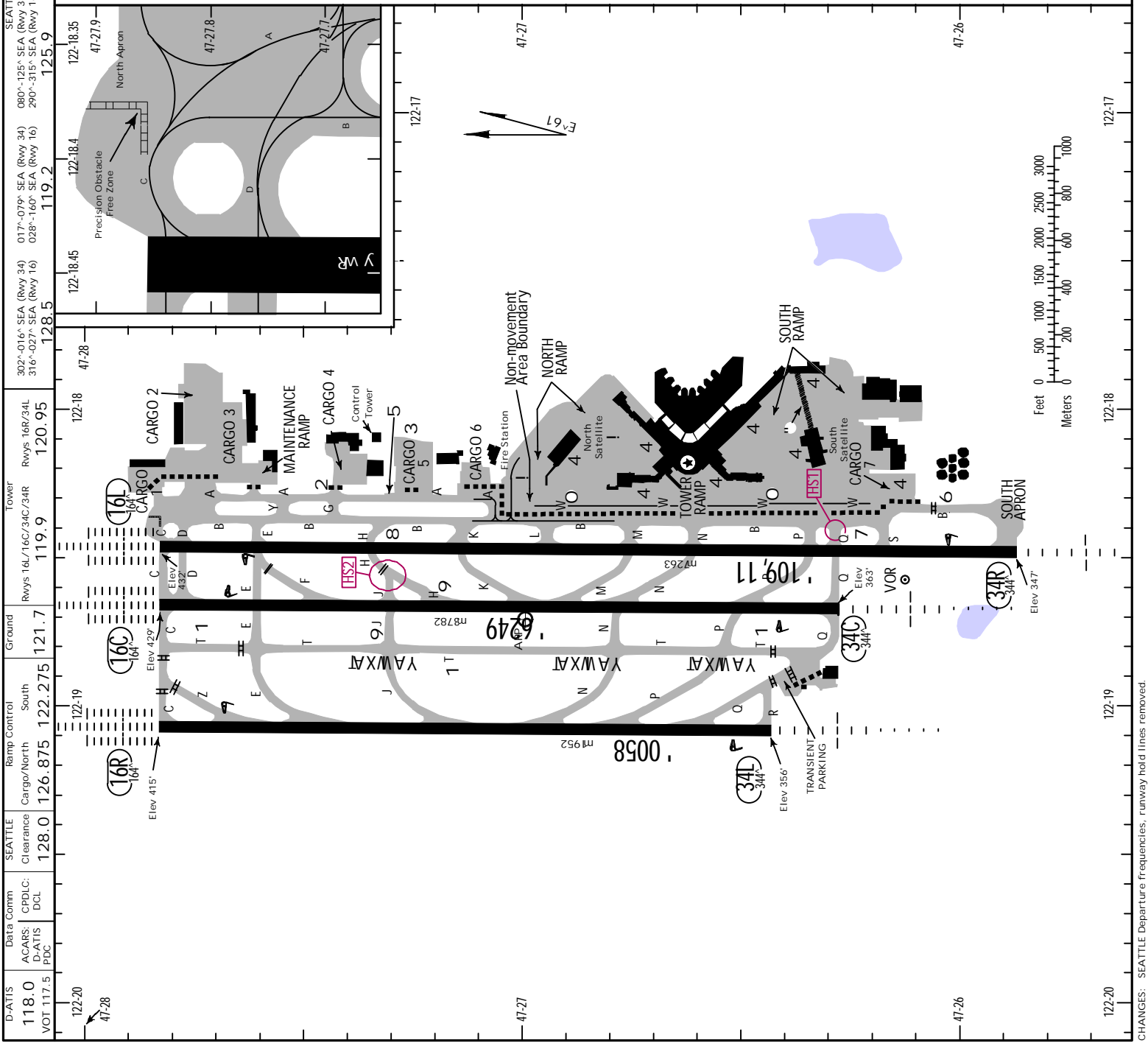
Lighting 5' from DER, 5' left of centerline, 1' AGL/430' MSL. Pole 129' from DER, 282' right of centerline, 6' AGL/434' MSL.

### ◦ RWY 34R:

Lighting 9' from DER, 4' left of centerline, 1' AGL/434' MSL. Lighting 53' from DER, 139' right of centerline, 4' AGL/436' MSL. Sign 92' from DER, 277' right of centerline, 4' AGL/437' MSL. Tree 2933' from DER, 918' right of centerline, 506' MSL. Trees beginning 3031' from DER, 781' right of centerline, up to 534' MSL. Tree 3798' from DER, 1434' right of centerline, 565' MSL.



SEATTLE Departure (R)	SEATTLE	Ramp Control	Ground	Tower	125.9	126.5	120.1	120.4
D-ATIS 118.0 VOT 117.5	ACARS: D-ATIS PDC	CPDLC: DCL	Clearance	South	122.275	126.875	122.275	120.95
080°-125° SEA (Rwy 34) 126°-222° SEA (Rwy 34) 161°-222° SEA (Rwy 16)	017°-079° SEA (Rwy 34) 028°-160° SEA (Rwy 16)	302°-016° SEA (Rwy 34) 316°-027° SEA (Rwy 16)	122-18.45	122-18.35	122-18.4	122-18.45	119.2	125.9
223°-301° SEA (Rwy 34) 223°-282° SEA (Rwy 16)	301°-340° SEA (Rwy 34)	RWYS 16L/16C/34C/34R RWYS 16R/24L	122-18.45	122-18.35	122-18.4	122-18.45	119.2	125.9



- CAUTION NOTES**
- 1 CAUTION: Do not mistake Taxiway T for landing surface.
- OPERATIONAL NOTES**
- 1 Rwy 16L/34R restricted to aircraft with wingspan 260' (79m) or less.  
Possible Rwy 16L GS fluctuation on final when weather is 800/2 or better. Possible Rwy 16L GS fluctuation prior to DGLAS when weather is less than 800/2.
  - 2 Access to Air Cargo 4 parking and cargo areas restricted to aircraft with wingspan of 170' (52m) or less.
  - 3 Air Cargo 5 ramp dual engine taxi only.
  - 4 Aircraft with wingspan of 171' (52m) or more parked at PAX gates or Cargo 7 must provide 30 minutes prior permission required prior to pushback to Seattle ramp tower when visibility less than 2400 RVR.
  - 5 Taxiway A south of Taxiway G restricted to aircraft with wingspan 225' (69m) or less.
  - 6 Twy B south of Air Cargo 7 ramp restricted to aircraft with wingspan 260' (79m) or less.
  - 7 Twy B south of Twy O restricted to aircraft with wingspan 260' (79m) or less.
  - 8 Twy H east of Rwy 16L/34R restricted to aircraft with wingspan 118' (36m) or less when exiting Rwy 16L/34R.
  - 9 Twys J and H east of Twy T restricted to aircraft with wingspan 167' (51m) or less.
  - 0 Taxiway W restricted to aircraft with wingspan 135' (41m) or less north of Twy N and 167' (51m) or less south of Twy N.
  - ! Taxiway on north side of north satellite restricted to aircraft with wingspan 118' (36m) or less. Tri-taxiway on north satellite, center (green) taxiway restricted to aircraft with wingspan 135' (41m) or less. When an aircraft is on the center (green) or other (orange/blue) taxiway, no other aircraft can simultaneously use the adjacent taxiway(s). Orange and blue taxiways are restricted to aircraft with wingspan 118' (36m) or less. Two aircraft can simultaneously use the outer taxiways.
  - " Passenger Bridge with 85' (26m) ground clearance.
- LEGEND**
- ILS HOLD LINE
  - RUNWAY HOLD LINE
  - Runway Incursion Hot Spots: See 20-9A for description of Hot Spots

**GENERAL CAUTION:** Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.


Low-level wind shear alert system.

The use of reverse thrust beyond what is necessary for operational or safety reasons is discouraged at all times. Noise abatement flight procedures in effect between 2200-0600. For further info contact SEA Noise Abatement Office.

Birds in vicinity of airport.

Runway Status Lights are in operation.

RWY	HIRL CL	ALSF-II	TDZ	PAPI-L	angle	USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING Threshold	GLIDE Slope		
16L	1	34R	HIRL CL	ALSF-II	TDZ	PAPI-L (angle 3.0°)	10,811'	3295m	150' 46m
1	Grooved.								
16C	2	34C	HIRL CL	MALSR	PAPI-L (angle 3.0°)	8306'	2532m		150' 46m
2	Grooved.								
16R	3	34L	HIRL CL	ALSF-II	TDZ	PAPI-R (angle 3.0°)	7352'	2241m	150' 46m
3	Grooved.								

**RUNWAY INCURSION HOT SPOTS** 

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

**HST1** 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.

**HST2** Aircraft crossing/exiting Rwy 16C/34C at Twy J sometimes cross Rwy 16L/34R hold line on Twy H without authorization. Hold line immediately after Joining Twy H.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 48)											
Rwy 16 C											
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 3 Mid RVR 3	Rollout 3 RVR 5	TDZ 5 Mid RVR 5	Rollout 5 RVR 5	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	10 RVR 16 or 1/4	
Rwys 34L/C/R											
2 operating RVRs are required All operating RVRs are controlling					Adequate Vis Ref					STD	
TDZ 5 Mid RVR 5	Rollout 5 RVR 5	TDZ 10 Mid RVR 10	Rollout 10 RVR 10							3 & 4 Eng	1 & 2 Eng
Rwy 16L											
With Minm Climb of 425' /NM to 600'											
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 3 Mid RVR 3	Rollout 3 RVR 5	TDZ 5 Mid RVR 5	Rollout 5 RVR 5	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	10 RVR 16 or 1/4	
Rwy 16R											
With Minm Climb of 215' /NM to 600'											
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 3 Mid RVR 3	Rollout 3 RVR 5	TDZ 5 Mid RVR 5	Rollout 5 RVR 5	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	TDZ 10 Mid RVR 10	Rollout 10 RVR 10	10 RVR 16 or 1/4	
Rwy 60 or 1/4											

**OBSTACLE DP**

Rwys 16L/C/R climb to 1000' on heading 164°, 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' on heading 344°, 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.

**DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)**

Rwy 16L: Heading as assigned by ATC; requires minimum climb of 425'/NM to 600'.  
Rwy 16R: Heading as assigned by ATC; requires minimum climb of 215'/NM to 600'.  
Rwys 16C, 34L, 34C, 34R: Heading as assigned by ATC.

FOR FILING AS ALTERNATE	
LOC Rwy 16L LOC Rwy 16C LOC Rwy 16R LOC Rwy 34L LOC Rwy 34C LOC Rwy 34R	RNAV (GPS) Y Rwy 16L RNAV (GPS) Y Rwy 16C RNAV (GPS) Y Rwy 16R RNAV (GPS) Y Rwy 34L RNAV (GPS) Y Rwy 34C RNAV (GPS) Y Rwy 34R
ILS Rwy 16L ILS Rwy 16C ILS Rwy 16R	RNAV (RNP) Z Rwy 16L RNAV (RNP) Z Rwy 16C RNAV (RNP) Z Rwy 16R
ILS Rwy 34L ILS Rwy 34C ILS Rwy 34R	RNAV (RNP) Z Rwy 34L RNAV (RNP) Z Rwy 34C RNAV (RNP) Z Rwy 34R
A	800-2
B	
C	
D	



KSEA/SEA


**JEPPESEN**

7 SEP 18 (20-9A1) .Eff.13.Sep.

SEATTLE, WASH

TACOMA INTL

## ODP TAKEOFF OBSTACLE NOTES

**Rwy 16L:**

Tree 48' from DER, 483' right of centerline, 372' MSL. Lighting 85 from DER, 287' left of centerline, 3' AGL/349' MSL. Tree 193' from DER, 510' right of centerline, 378' MSL. Tree 2567' from DER, 357' right of centerline, 415' MSL. Trees beginning 2602' from DER, 365' right of centerline, up to 416' MSL. Tree 2663' from DER, 1144' right of centerline, 449' MSL. Tree 2779' from DER, 1135' right of centerline, 456' MSL. Trees beginning 2785' from DER, 1003' right of centerline, up to 472' MSL. Trees beginning 2806' from DER, 1022' right of centerline, up to 481' MSL. Trees beginning 2880' from DER, 1038' right of centerline, up to 499' MSL.

**Rwy 16C:**

Vertical point 132' from DER, 255' left of centerline, 6' AGL/368' MSL. Tree 4477' from DER, 550' right of centerline, 476' MSL. Tree 4598' from DER, 415' right of centerline, 478' MSL. Tree 4657' from DER, 1183' right of centerline, 483' MSL. Tree 4714' from DER, 1250' right of centerline, 488' MSL. Tree 4784' from DER, 961' right of centerline, 503' MSL. Trees beginning 4804' from DER, 1069' right of centerline, up to 506' MSL. Trees beginning 4838' from DER, 445' right of centerline, up to 509' MSL.

**Rwy 16R:**

Tree 8' from DER, 497' right of centerline, 369' MSL. Lighting 10' from DER, 5' left of centerline, 1' AGL/357' MSL. Sign 62' from DER, 286' left of centerline, 3' AGL/359' MSL. Building 488' from DER, 604' left of centerline, 24' AGL/384' MSL. Tree 1137' from DER, 586' right of centerline, 398' MSL. Tree 1271' from DER, 689' right of centerline, 414' MSL. Tree 1634' from DER, 932' right of centerline, 427' MSL. Tree, transmission line beginning 3124' from DER, 718' right of centerline, up to 468' MSL. Tree 5709' from DER, 738' left of centerline, 503' MSL. Trees beginning 5729' from DER, 487' left of centerline, up to 506' MSL. Trees beginning 5763' from DER, 440' left of centerline, up to 509' MSL.

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Lighting 5' from DER, 5' left of centerline, 1' AGL/430' MSL. Pole 129' from DER, 282' right of centerline, 6' AGL/434' MSL.

**Rwy 34R:**

Lighting 9' from DER, 4' left of centerline, 1' AGL/434' MSL. Lighting 53' from DER, 139' right of centerline, 4' AGL/436' MSL. Sign 92' from DER, 277' right of centerline, 4' AGL/437' MSL. Tree 2933' from DER, 918' right of centerline, 506' MSL. Trees beginning 3031' from DER, 781' right of centerline, up to 534' MSL. Tree 3798' from DER, 1434' right of centerline, 565' MSL.

### ALERT NOTICE

#### ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

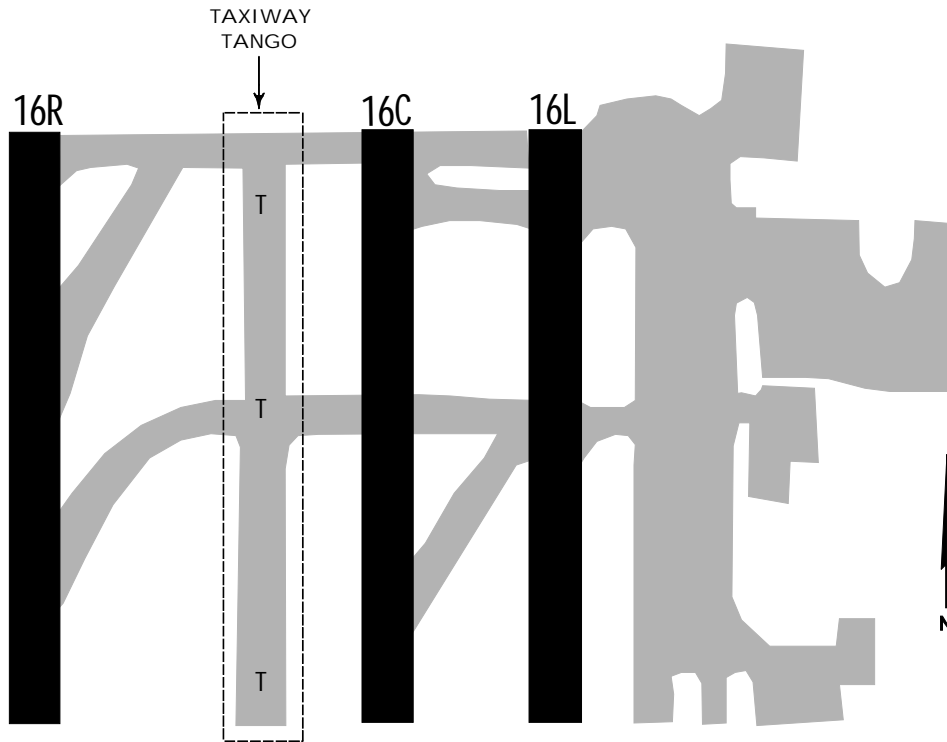
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

#### 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.

#### RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, 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.



KSEA/SEA

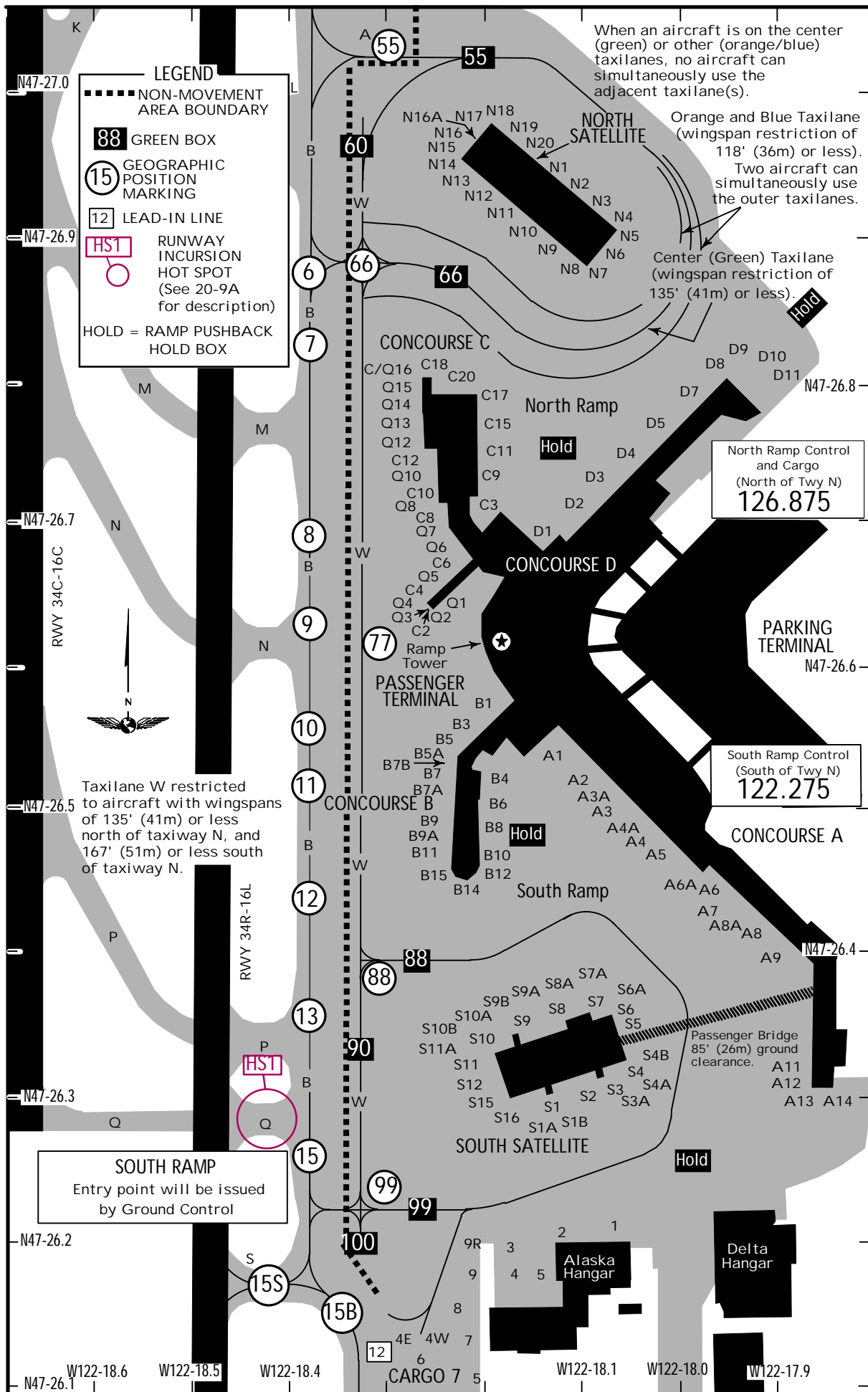
JEPPesen

SEATTLE, WASH

4 FEB 22

20-9B

SEATTLE-TACOMA INTL



PARKING GATE COORDINATES							
GATE No.	COORDINATES			GATE No.	COORDINATES		
Concourse A				South Satellite			
A1 thru A3A	N47	26.5	W122 18.1	S1, S1B	N47	26.3	W122 18.1
A4 thru A6A	N47	26.5	W122 18.0	S1A	N47	26.3	W122 18.2
A7, A8, A8A	N47	26.4	W122 18.0	S2 thru S3A	N47	26.3	W122 18.1
A9 thru A101	N47	26.4	W122 17.9	S4, S4A, S4B	N47	26.3	W122 18.0
A11 thru A141	N47	26.3	W122 17.9	S5 1	N47	26.4	W122 18.0
Concourse B				S6			
B1, B3	N47	26.6	W122 18.2	S7A, S7, S8, S8A	N47	26.3	W122 18.1
B4	N47	26.5	W122 18.2	S9, S9A, S9B	N47	26.4	W122 18.1
B5, B5A, B6	N47	26.5	W122 18.2	S10, S10A, S10B	N47	26.4	W122 18.2
B7, B7A, B7B	N47	26.5	W122 18.3	S11, S11A, S12	N47	26.3	W122 18.2
B8	N47	26.5	W122 18.2	S15, S16	N47	26.3	W122 18.2
B9, B9A	N47	26.5	W122 18.3	Cargo Area 7			
B10	N47	26.5	W122 18.2	Hardstand 4E	N47	26.1	W122 18.3
B11	N47	26.5	W122 18.3	Hardstand 4W	N47	26.1	W122 18.2
B12	N47	26.5	W122 18.3	Hardstand 5 thru 7	N47	26.1	W122 18.2
B14	N47	26.4	W122 18.2	Hardstand 8, 9, 9R	N47	26.2	W122 18.2
B15	N47	26.5	W122 18.3	Alaska Hangar Area			
Concourse C				Hardstand 1, 2			
C2	N47	26.6	W122 18.3	Hardstand 3 thru 5			
C3	N47	26.7	W122 18.3				
C4	N47	26.7	W122 18.3				
C7	N47	26.7	W122 18.3				
C8	N47	26.7	W122 18.3				
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				
C15, C17	N47	26.8	W122 18.2				
C18	N47	26.8	W122 18.3				
C20	N47	26.8	W122 18.2				
Q1	N47	26.6	W122 18.2				
Q2, Q3, Q4	N47	26.6	W122 18.3				
Q5	N47	26.7	W122 18.3				
Q6	N47	26.7	W122 18.2				
Q7, Q8, Q10	N47	26.7	W122 18.3				
Q12, Q13, Q14	N47	26.8	W122 18.3				
Q15, C/Q16	N47	26.8	W122 18.3				
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	N47	27.0	W122 18.1				
N2 thru N9	N47	26.9	W122 18.1				
N10 thru N13	N47	26.9	W122 18.2				
N14 thru N19	N47	27.0	W122 18.2				
N20	N47	27.0	W122 18.1				
				1 CONSTRUCTION NOTES			
				Gates S5 and A11: Gates will be unavailable during construction and reactivated as construction allows.			
				Gate A10: open, temporary configuration allowing only narrow body aircraft.			

KSEA/SEA

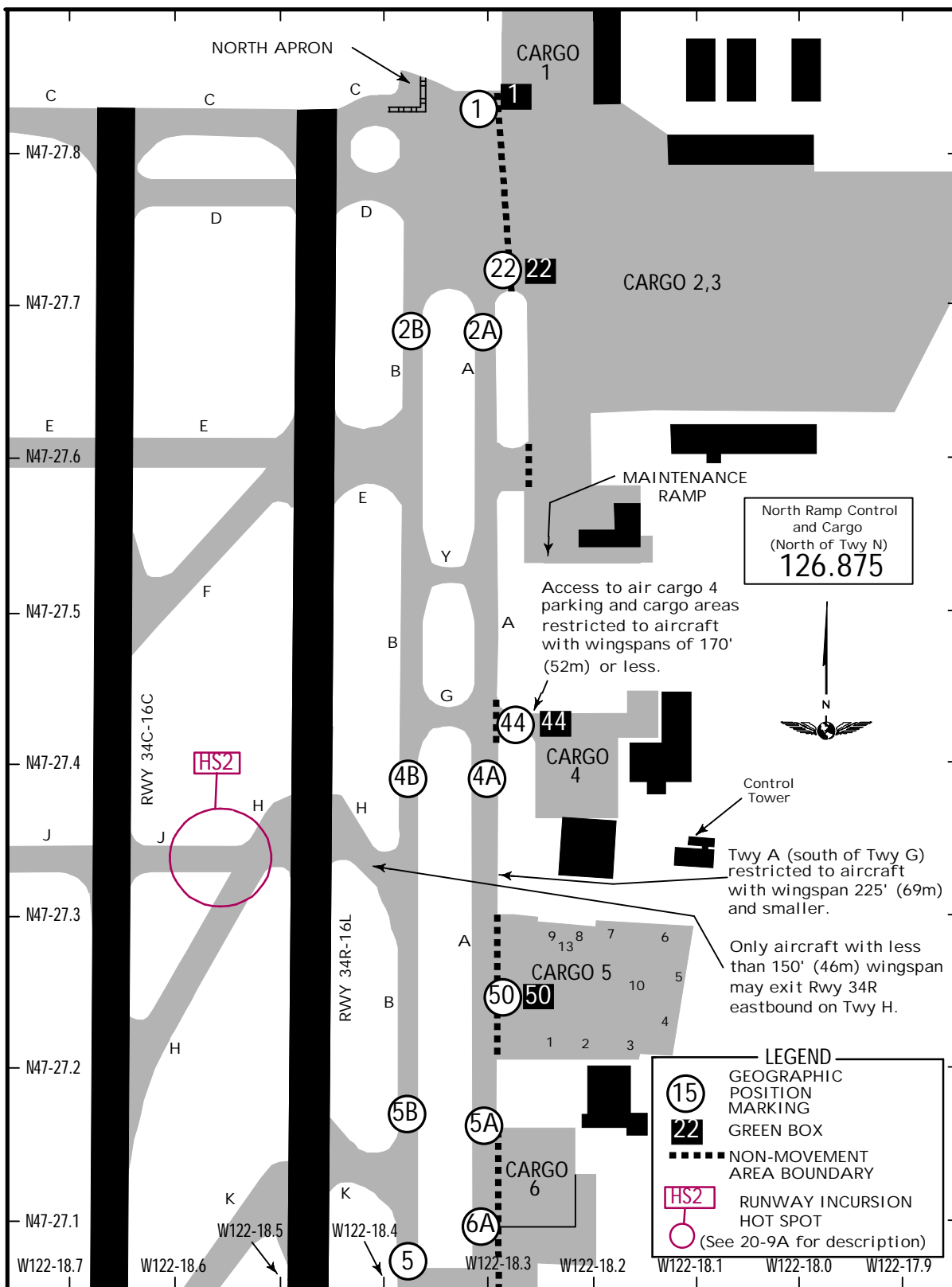
25 DEC 20  
Eff. 31 Dec.

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20-9D

SEATTLE, WASH

TACOMA INTL

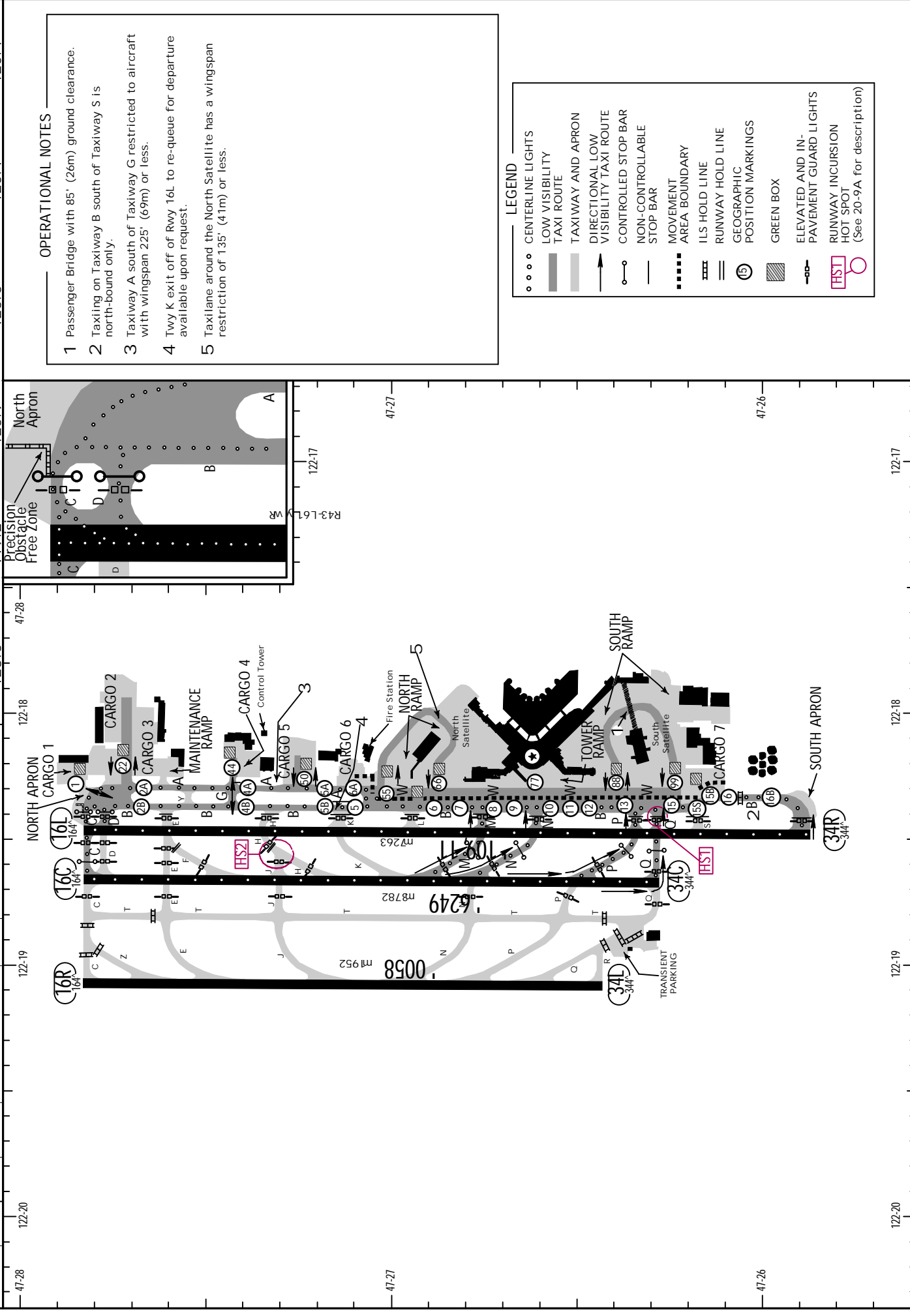


PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Cargo Area 1	N47 27.8 W122 18.3	Hardstand 7 thru 9	N47 27.3 W122 18.2
Cargo Area 2, 3	N47 27.7 W122 18.2	Hardstand 10	N47 27.2 W122 18.1
Cargo Area 4	N47 27.4 W122 18.2		
Cargo Area 5		Cargo Area 6	N47 27.1 W122 18.3
Hardstand 1, 2	N47 27.2 W122 18.2		
Hardstand 3 thru 6	N47 27.2 W122 18.1		

**SMGCS**  
**SEATTLE, WASH**  
**LOW VISIBILITY TAXI ROUTES**  
**Rmws 16L & 16C SOUTH FLOW**

**KSEA/SEA**  
**SEATTLE-TACOMA INTL 17 MAR 23 (20-9E)**  
**.LESS THAN RVR.1200.TO.500.**  
 For less than RVR 500, see 20-9F



D-ATIS	118.0	SEATTLE	CPDLC:	128.0	SEATTLE	Clearance	128.0	Ramp Control	122.275	South	122.275	Ground	121.7	Rmws 16L/16C/34C/34R	119.9	Tower	120.95	302°-016' SEA (Rwy 34) 316°-027° SEA (Rwy 16)	017°-079° SEA (Rwy 34) 028°-160° SEA (Rwy 16)	080°-125° SEA (Rwy 34) 290°-315° SEA (Rwy 16)	126°-222° SEA (Rwy 16) 161°-222° SEA (Rwy 16)	223°-301° SEA (Rwy 34) 223°-289° SEA (Rwy 16)	301°-340° SEA (Rwy 34)	120.1	120.4
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- OPERATIONAL NOTES**
- 1 Passenger Bridge with 85' (26m) ground clearance.
  - 2 Taxiing on Taxiway B south of Taxiway S is north-bound only.
  - 3 Taxiway A south of Taxiway G restricted to aircraft with wingspan 225' (69m) or less.
  - 4 Twy K exit off of Rwy 16L to re-queue for departure available upon request.
  - 5 Taxi lane around the North Satellite has a wingspan restriction of 135' (41m) or less.

**LEGEND**

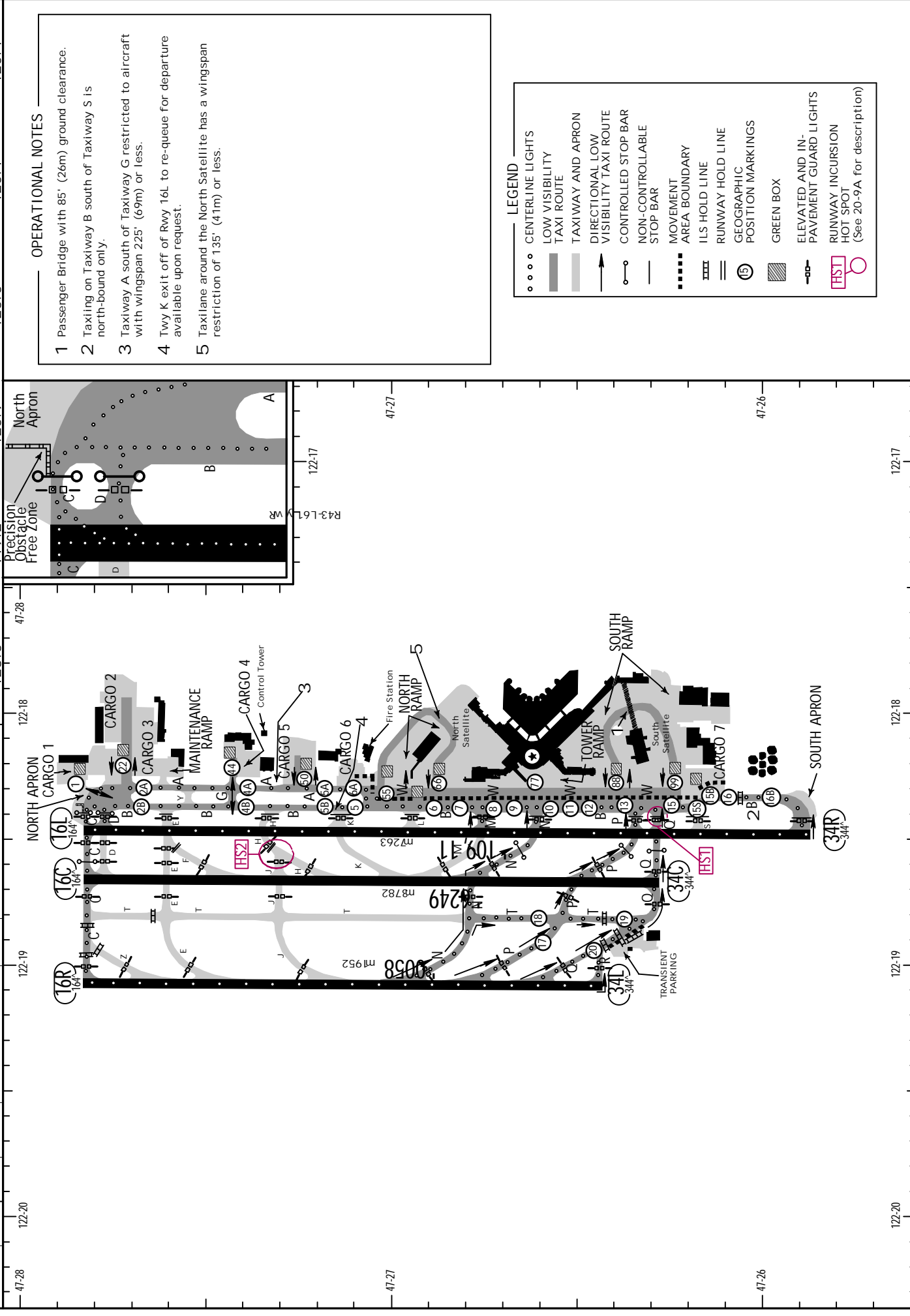
- CENTERLINE LIGHTS
- LOW VISIBILITY
- TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- CONTROLLED STOP BAR
- NON-CONTROLLED STOP BAR
- MOVEMENT AREA BOUNDARY
- ILS HOLD LINE
- RUNWAY HOLD LINE
- GEOGRAPHIC POSITION MARKINGS
- GREEN BOX
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS
- RUNWAY INCURSION HOT SPOT (See 20-9A for description)



**SMGCS**  
**SEATTLE, WASH**  
**LOW VISIBILITY TAXI ROUTES**  
**Rmws 16L & 16R SOUTH FLOW**

**KSEA/SEA**  
**JEPESEN**  
 SEATTLE-TACOMA INTL 17 MAR 23 (20-99)  
**.LESS THAN RVR. 1200. TO 500.**  
 For less than RVR 500, see 20-9H

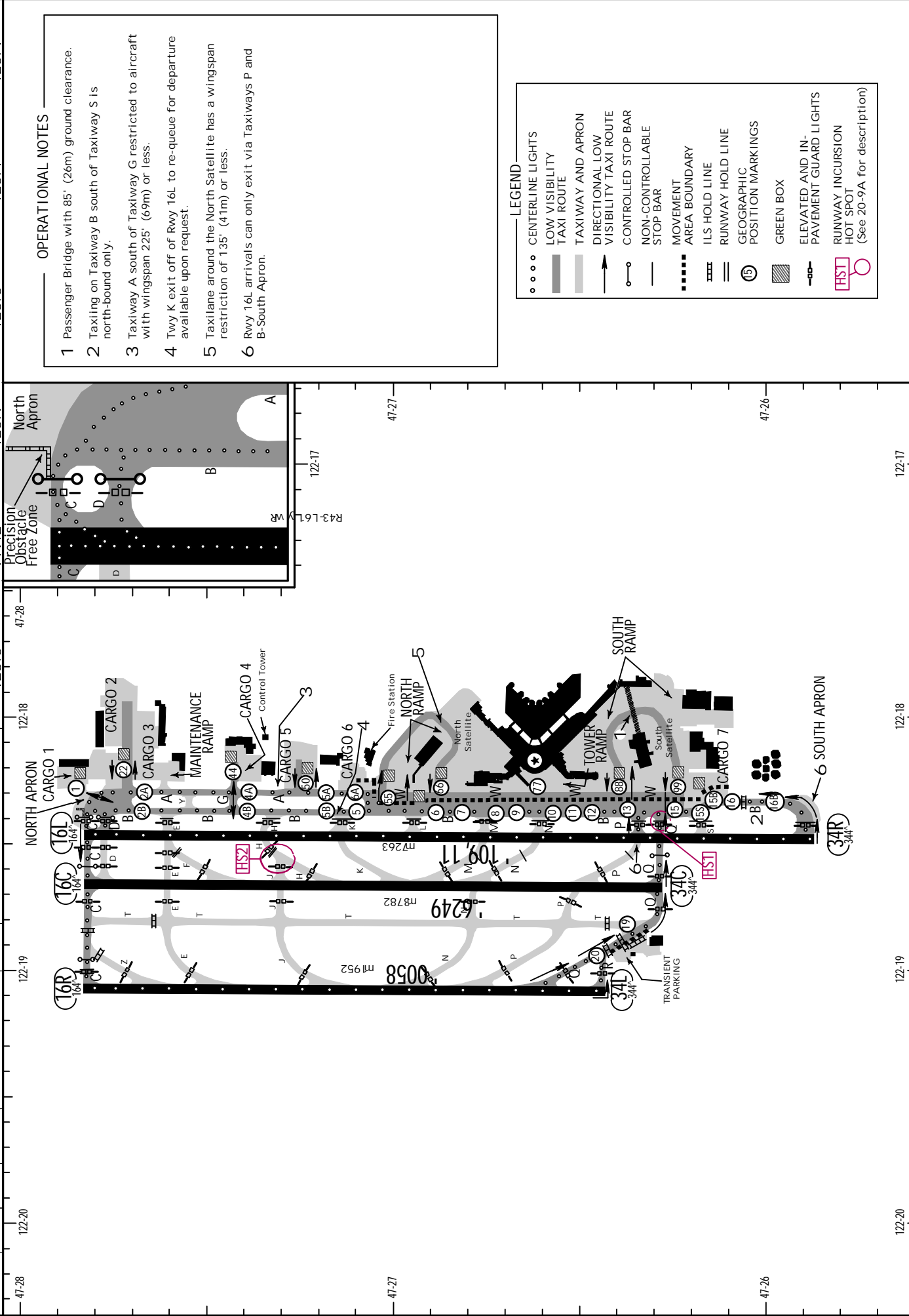
D-ATIS	Data Comm	SEATTLE	Ramp Control	Ground	Tower	SEATTLE Departure (R)
118.0	ACARS: CPDLC: DCL	Clearance	Cargo/North South	121.7	Rmws 16L/16C/34C/34R	126°-222° SEA (Rwy 34) 223°-301° SEA (Rwy 34) 301°-340° SEA (Rwy 34)
VOT 117.5	PDC	128.0	126.875	122.275	119.9	161°-222° SEA (Rwy 16) 223°-289° SEA (Rwy 16)
47-28	122-20	122-19	122-18	122-17	47-28	080°-125° SEA (Rwy 34) 290°-315° SEA (Rwy 16)





**JEPPESEN** SMGCS  
**SEATTLE-TACOMA INTL** 17 MAR 23 (20-9H)  
**SEATTLE, WASH**  
**LOW VISIBILITY TAXI ROUTES**  
**Rmws 16L & 16R SOUTH FLOW**  
**LESS THAN RVR.500.**  
 For less than RVR 1200 TO 500, see 20-9G

D-ATIS 118.0 VOT 117.5	Data Comm ACARS: D-ATIS PDC	SEATTLE Clearance 128.0	Ramp Control Cargo/North 126.875 South 122.275	Ground 121.7	Tower Rmws 16L/16C/34C/34R 119.9 Rmws 16R/34L 120.95	SEATTLE Departure (R) 126°-222° SEA (Rwy 34) 161°-222° SEA (Rwy 16)	223°-301° SEA (Rwy 34) 223°-289° SEA (Rwy 16)	301°-340° SEA (Rwy 34)
47-28	122-20	128-19	122-19	121-7	119-9	125-9	120-1	120-4



**OPERATIONAL NOTES**

- 1 Passenger Bridge with 85' (26m) ground clearance.
- 2 Taxiing on Taxiway B south of Taxiway S is north-bound only.
- 3 Taxiway A south of Taxiway G restricted to aircraft with wingspan 225' (69m) or less.
- 4 Twy K exit off of Rwy 16L to re-queue for departure available upon request.
- 5 Taxiplane around the North Satellite has a wingspan restriction of 135' (41m) or less.
- 6 Rwy 16L arrivals can only exit via Taxiways P and B-South Apron.

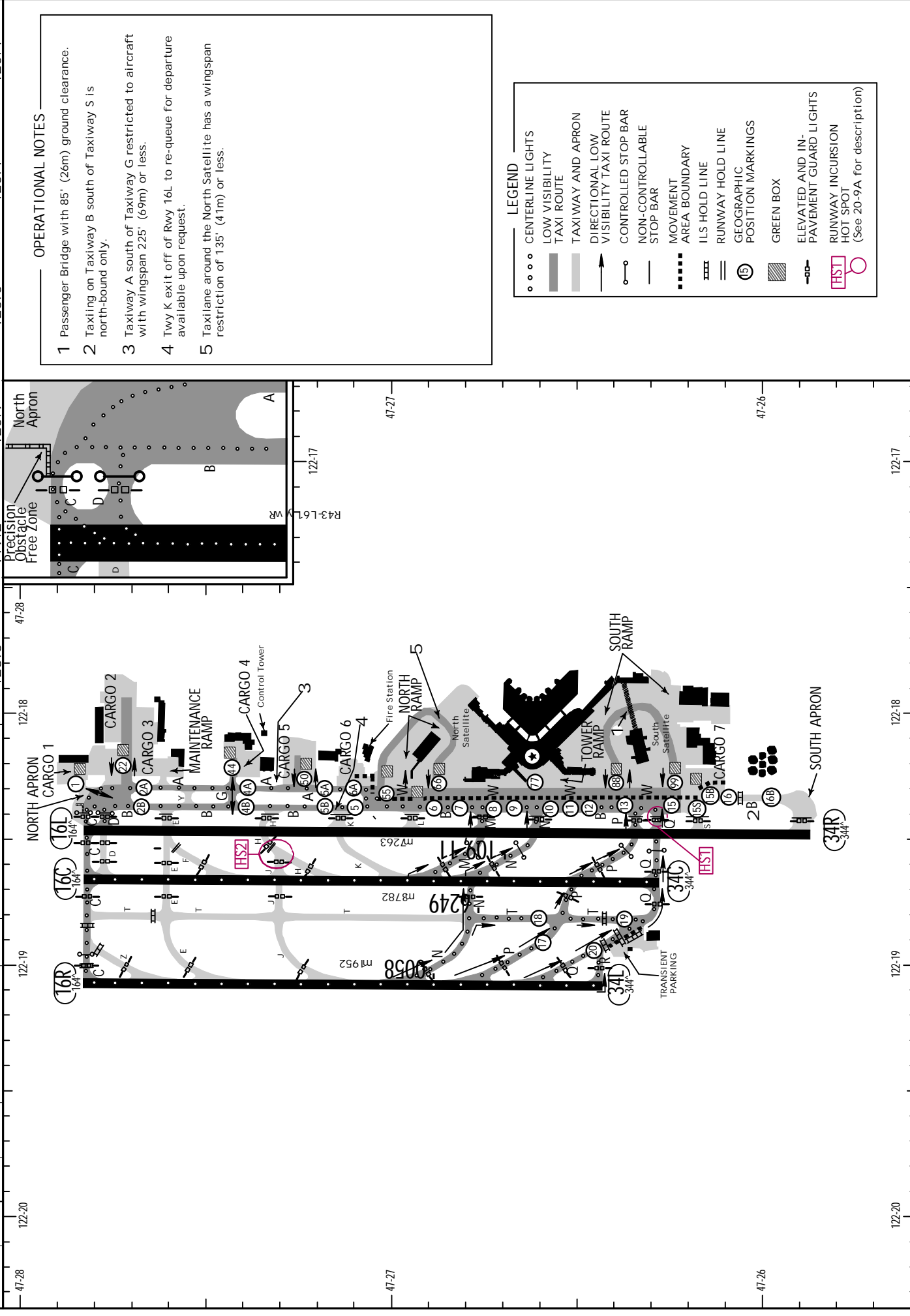
**LEGEND**

- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- CONTROLLED STOP BAR
- NON-CONTROLLED STOP BAR
- MOVEMENT AREA BOUNDARY
- ILS HOLD LINE
- RUNWAY HOLD LINE
- GEOGRAPHIC POSITION MARKINGS
- GREEN BOX
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS
- RUNWAY INCURSION HOT SPOT (See 20-9A for description)

**SMGCS**  
**SEATTLE, WASH**  
**LOW VISIBILITY TAXI ROUTES**  
**Rwys 16C & 16R SOUTH FLOW**

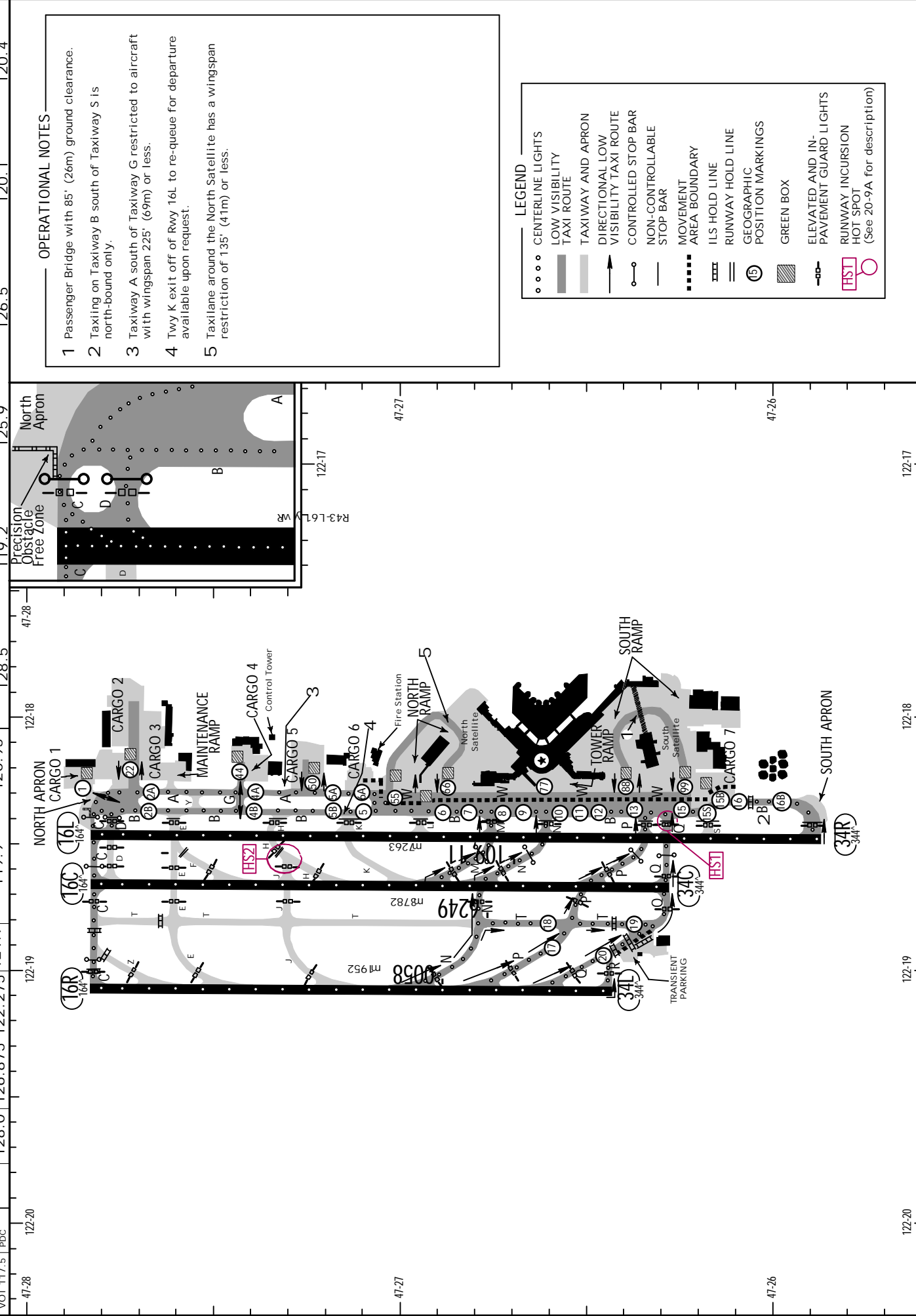
**KSEA/SEA**  
**JEPPERSEN**  
 17 MAR 23 (20-9HI)  
 SEATTLE-TACOMA INTL  
**.LESS THAN RVR. 1200. TO 500.**

D-ATIS 118.0 VOT 117.5	Data Comm ACARS: D-ATIS PDC	SEATTLE Clearance 128.0	Ramp Control Cargo/North 126.875 South 122.275	Ground 121.7	Tower Rwys 16L/16C/34C/34R 119.9	302°-016' SEA (Rwy 34) 316°-027° SEA (Rwy 16)	017°-079° SEA (Rwy 34) 028°-160° SEA (Rwy 16)	080°-125° SEA (Rwy 34) 290°-315° SEA (Rwy 16)	126°-222° SEA (Rwy 34) 161°-222° SEA (Rwy 16)	223°-301° SEA (Rwy 34) 223°-289° SEA (Rwy 16)	301°-340° SEA (Rwy 34)
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**SMGCS**  
**SEATTLE, WASH**  
**LOW VISIBILITY TAXI ROUTES**  
**Rmws 16L, 16C, & 16R SOUTH FLOW**

**JEPPESEN**  
 17 MAR 23 (20-9H2)  
 SEATTLE-TACOMA INTL  
**.LESS THAN RVR. 1200. TO 500. Rmws 16L, 16C, & 16R SOUTH FLOW**



- OPERATIONAL NOTES**
- 1 Passenger Bridge with 85' (26m) ground clearance.
  - 2 Taxiing on Taxiway B south of Taxiway S is north-bound only.
  - 3 Taxiway A south of Taxiway G restricted to aircraft with wingspan 225' (69m) or less.
  - 4 Twy K exit off of Rwy 16L to re-queue for departure available upon request.
  - 5 Taxi lane around the North Satellite has a wingspan restriction of 135' (41m) or less.

**LEGEND**

- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- CONTROLLED STOP BAR
- NON-CONTROLLABLE STOP BAR
- MOVEMENT AREA BOUNDARY
- ILS HOLD LINE
- RUNWAY HOLD LINE
- GEOGRAPHIC POSITION MARKINGS
- GREEN BOX
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS
- RUNWAY INCURSION HOT SPOT (See 20-9A for description)

# KSEA/SEA

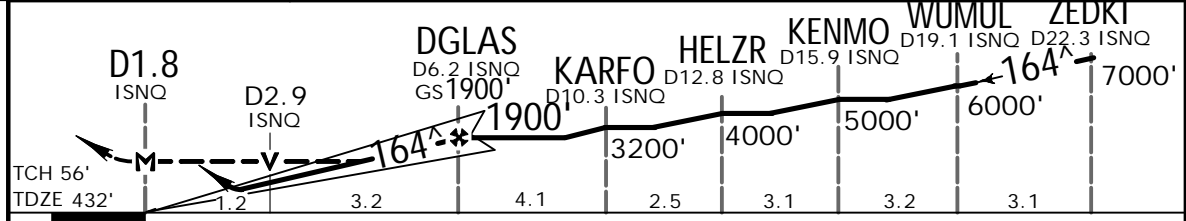
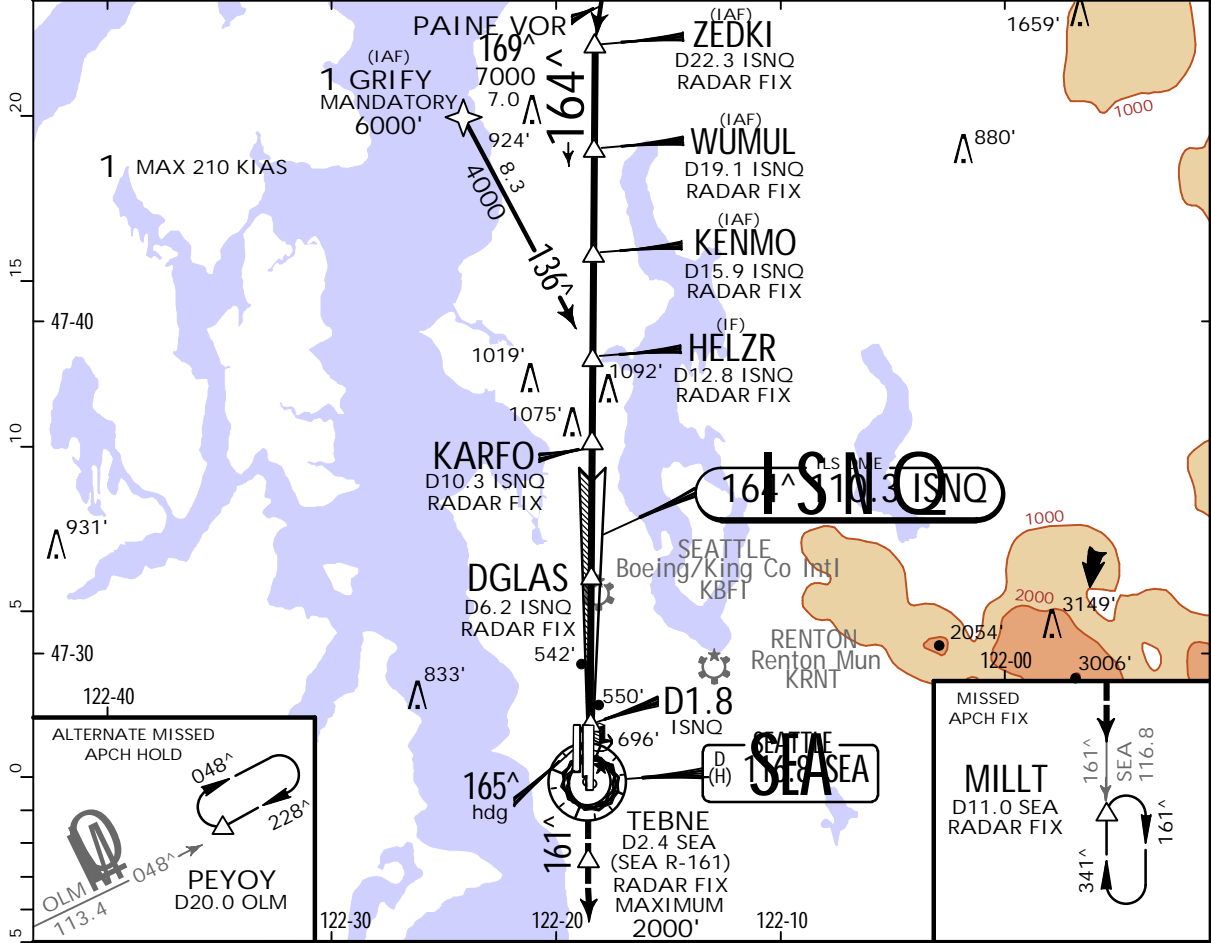
JEPPesen

## SEATTLE, WASH ILS or LOC Rwy 16L

SEATTLE-TACOMA INTL

11 JUN 21  
Eff. 17 Jun. (21-1)

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7
LOC ISNQ 110.3	Final Apch Crs 164 <sup>Λ</sup>	DGLAS 1900' (1468')		ILS DA(H) Refer to Minimums	Apt Elev 432'		TDZE 432'	
MISSED APCH: Climb to 900' on heading 165 <sup>Λ</sup> 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'.								
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'		
DME or Radar required. RNP Apch-GPS, from GRIFY.								
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00 <sup>Λ</sup> /TCH 76').								



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 <sup>Λ</sup>	372	478	531	637	849
MAP at D1.8 ISNQ or DGLAS to MAP	4.4	3:46	2:56	2:38	2:12	1:53

.TERPS. STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
ILS DA(H) A: 697' (265°) B, C, D: 632' (200°)		LOC (GS out) MDA(H) 880' (448')		ALSF-II		PAPI	
FULL TDZ/CL out		ALS out		900'		165 <sup>Λ</sup> on hdg then 116.8 SEA R-161	
A	RVR 20 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	120	1000' (568') -1
B	RVR 18 or 1/2	1 RVR 24 or 1/2		RVR 45 or 7/8	1 3/8	140	1000' (568') -1 1/2
C						165	1000' (568') -2
D							

# KSEA/SEA

SEATTLE-TACOMA INTL

11 JUN 21  
Eff. 17 Jun.

(21-1A)

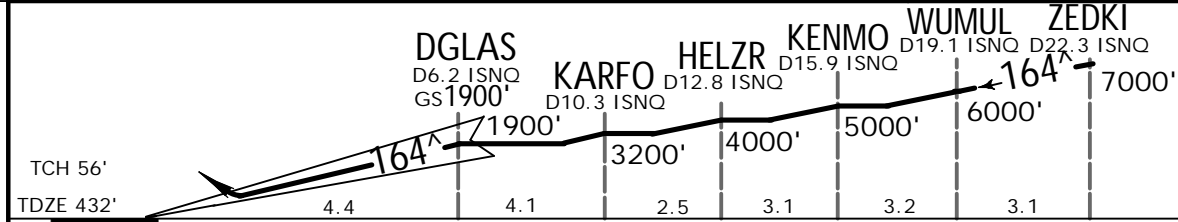
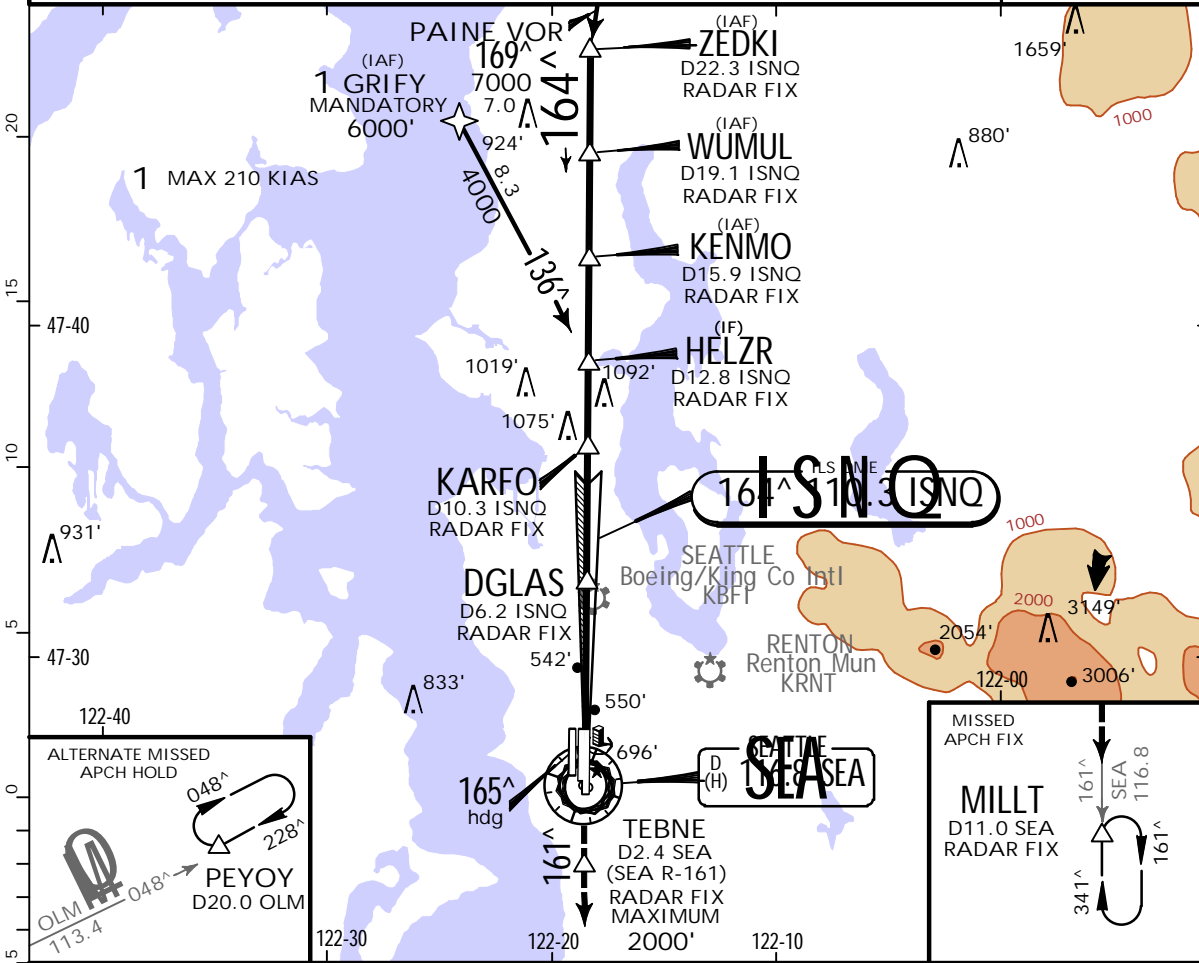
JEPPesen

CAT B, C & D

# SEATTLE, WASH

ILS Rwy 16L CAT II & III

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7
LOC ISNQ 110.3	Final Apch Crs 164 <sup>^</sup>	DGLAS 1900' (1468')	CAT III ILS Refer to Minimums	CAT II ILS RA 176' DA(H) 532' (100')	Apt Elev 432' TDZE 432'			
<p>MISSED APCH: Climb to 900' on heading 165<sup>^</sup> 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'.</p>								<p>MSA SEA VOR</p>
Alt Set: INCHES		Trans Level: FL 180		Trans alt: 18000'				
DME or Radar required. RNP Apch-GPS, from GRIFY.								
<p>1. Special Aircrew &amp; Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 76').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 900' on 165 <sup>^</sup> hdg then 116.8 SEA R-161 TEBNE
GS	3.00 <sup>^</sup>	372	478	531	637	743	

TERPS AMEND BA 17 JUN 2021	.TERPS.	
	CAT III ILS	STRAIGHT-IN LANDING RWY 16L
	NOT APPLICABLE	CAT II ILS RA 176' DA(H) 532' (100')
	RVR 3	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.  
CHANGES: Notes, chart format. | JEPPesen, 1998, 2021. ALL RIGHTS RESERVED.



# KSEA/SEA

SEATTLE-TACOMA INTL

11 JUN 21  
Eff. 17 Jun.

(21-1B)

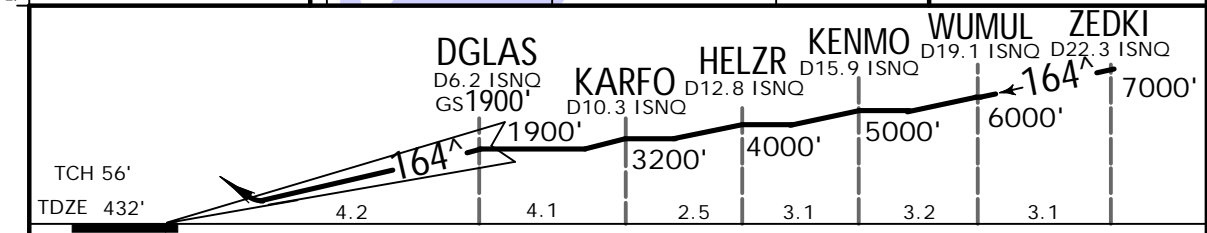
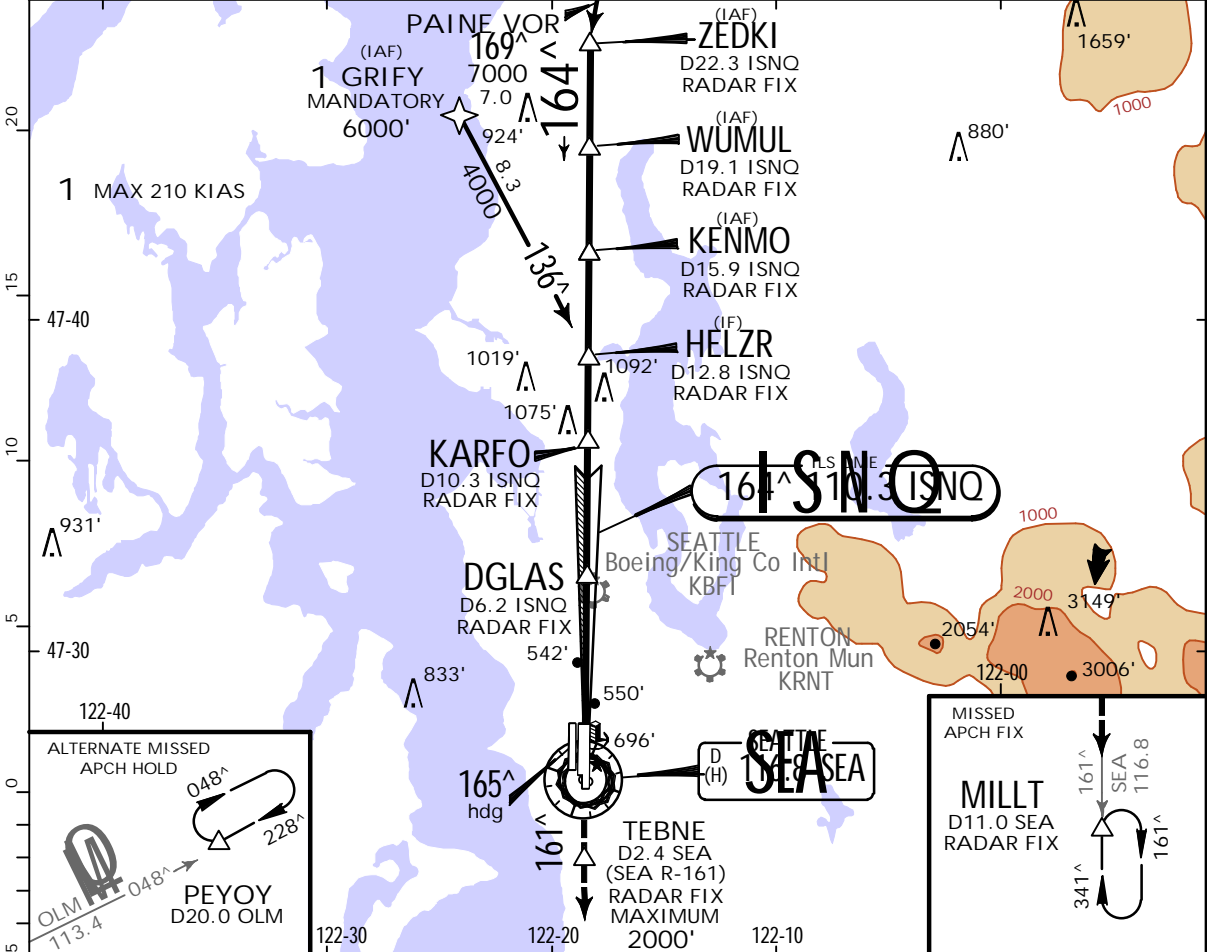
JEPPESSEN

CAT B, C & D

# SEATTLE, WASH

# ILS Rwy 16L SA CAT I

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
LOC ISNQ 110.3	Final Apch Crs 164 <sup>^</sup>	DGLAS 1900' (1468')	SA CAT I ILS RA 248' DA(H) 582'(150')	Apt Elev 432' TDZE 432'		
MISSED APCH: Climb to 900' on heading 165 <sup>^</sup> 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'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
DME or Radar required. RNP Apch-GPS, from GRIFY.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 76').						



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 <sup>^</sup>	372	478	531	637	849

.TERPS. STRAIGHT-IN LANDING RWY 16L  
1 SA CAT I ILS  
RA 248'  
DA(H) 582'(150')

A	NOT APPLICABLE
B	
C	RVR 14
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.  
CHANGES: Notes, minimums, chart format. | JEPPESSEN, 2013, 2021. ALL RIGHTS RESERVED.

# KSEA/SEA

-TACOMA INTL

22 FEB 19  
Eff. 28 Feb.

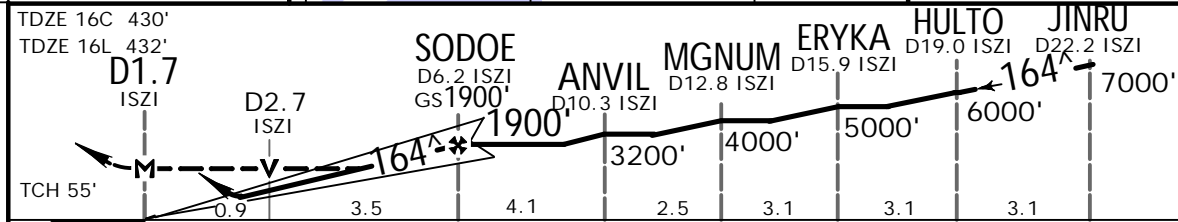
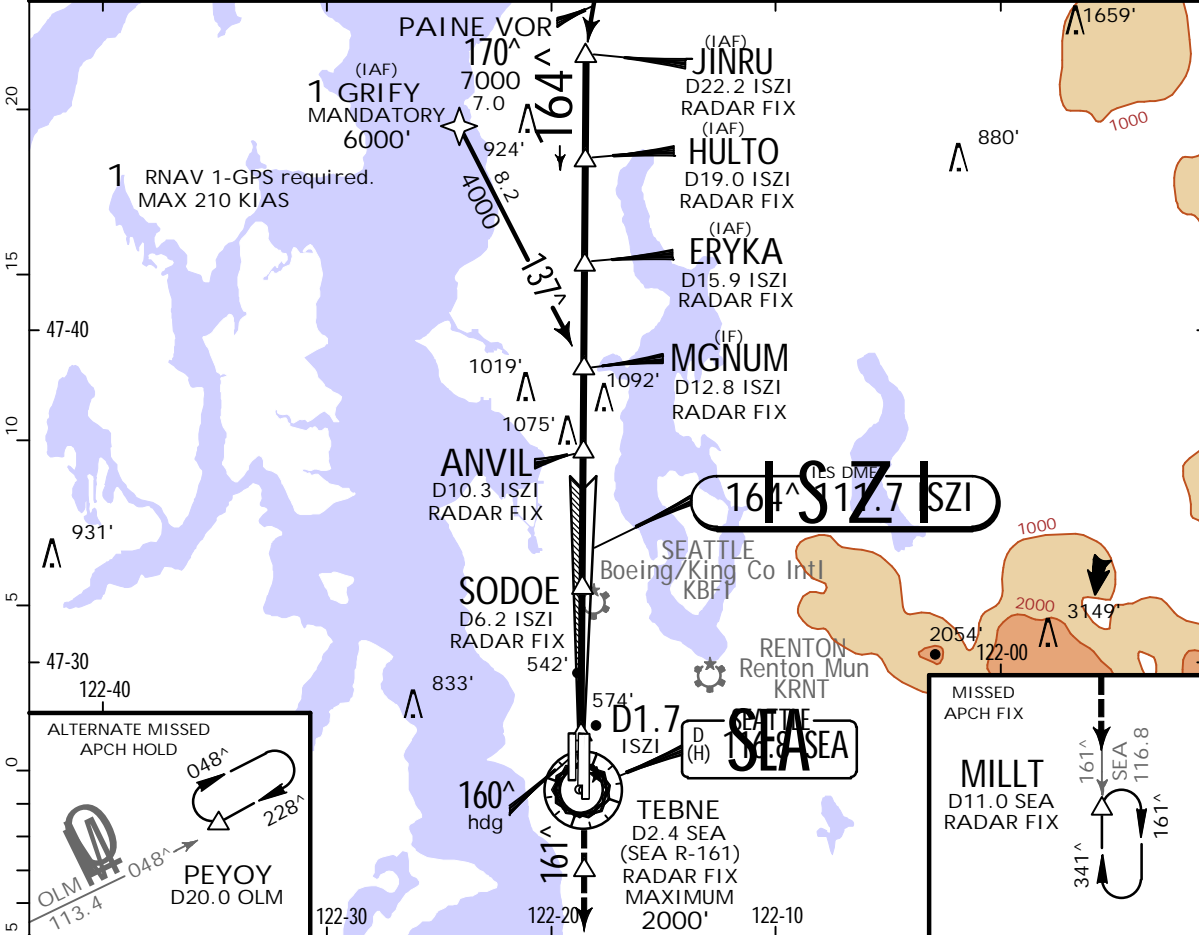
JEPPesen

(21-2)

# SEATTLE, WASH

## ILS or LOC Rwy 16C

BRIEFING STRIP™	D-ATIS	SEATTLE Approach (R)		SEATTLE Tower	Ground
	118.0	133.65		Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95
	LOC ISZI 111.7	Final Apch Crs 164 <sup>^</sup>	GS SODOE 1900' (1470')	ILS DA(H) 630' (200')	Apt Elev 432' TDZE 16L 432' TDZE 16C 430'
MISSED APCH: Climb on heading 160 <sup>^</sup> and 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'.					<p>MSA SEA VOR</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with 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 (VGSI angle 3.00 <sup>^</sup> /TCH 71'). 5. ALSF-II & PAPI-L on Rwy 16L. 6. See 20-9A2 for Alert Notice.					



TDZE 16C 430'	70	90	100	120	140	160	ALSF-II 2000' or below	160 <sup>^</sup> hdg	SEA 116.8 R-161	TEBNE
TDZE 16L 432'	D1.7 ISZI	D2.7 ISZI	GS 1900'	SODOE D6.2 ISZI	ANVIL D10.3 ISZI	MGNUM D12.8 ISZI				
MAP at D1.7 ISZI or SODOE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39			

TERPS AMEND 17 28 FEB 2019	STRAIGHT-IN LANDING RWY 16C				SIDESTEP LANDING RWY 16L		CIRCLE-TO-LAND		
	ILS DA(H) 630' (200')		LOC (GS out) MDA(H) 800' (370')		MDA(H) 800' (368')		Max Kts		
	FULL TDZ/CL out		ALS out		ALS out		MDA(H)		
	A	RVR 18	1 RVR 24	RVR 40	RVR 24 or 1/2	RVR 55	RVR 55 or 1	90	1000' (568') -1
	B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 35	RVR 55 or 1	RVR 55 or 1 1/2	120	1000' (568') -1 1/2
C				RVR 35 or 5/8		1 1/2	140	1000' (568') -2	
D						2	165	1000' (568') -2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.									

CHANGES: Procedure.

JEPPesen, 1998, 2019. ALL RIGHTS RESERVED.

# KSEA/SEA

-TACOMA INTL

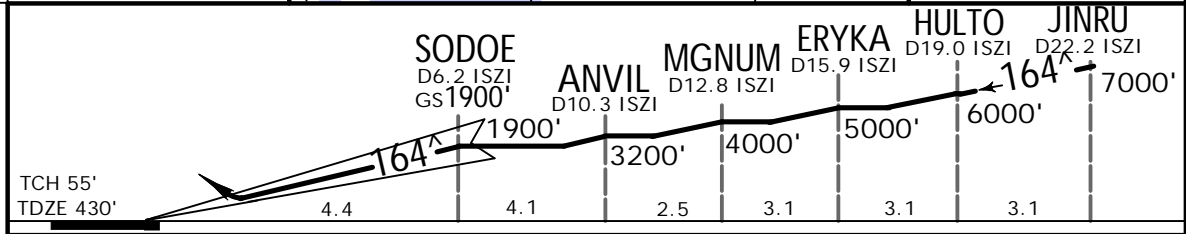
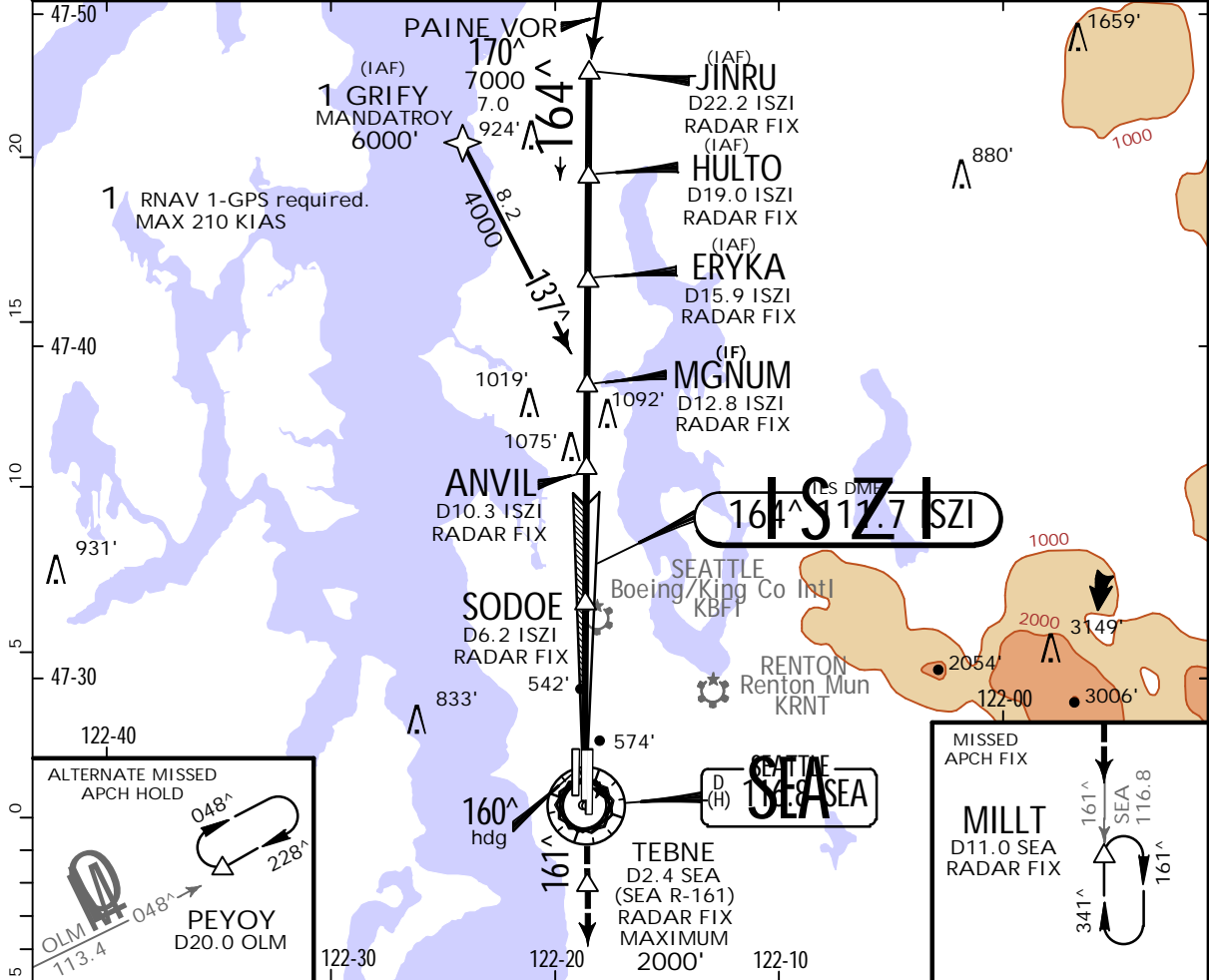
JEPPesen

22 FEB 19  
Eff. 28 Feb. (21-2A)

# SEATTLE, WASH

## ILS Rwy 16C CAT II & III

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7
LOC ISZI 111.7	Final Apch Crs 164 <sup>^</sup>	GS SODOE 1900' (1470')	CAT III Refer to Minimums	CAT II RA 126' DA(H) 530' (100')	Apt Elev 432' TDZE 430'			
<p>MISSED APCH: Climb on heading 160<sup>^</sup> and 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'.</p>								MSA SEA VOR
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
<p>1. Special Aircrew &amp; Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16R. 4. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 71'). 6. See 20-9A2 for Alert Notice.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000' or below on	160 <sup>^</sup> hdg	SEA R-161	116.8	TEBNE
GS	3.00 <sup>^</sup>	372	478	531	637	849						

TERPS. STRAIGHT-IN LANDING RWY 16C						CAT II ILS RA 126'					
CAT III ILS						DA(H) 530' (100')					
RVR 3						1 RVR 12					

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



# KSEA/SEA

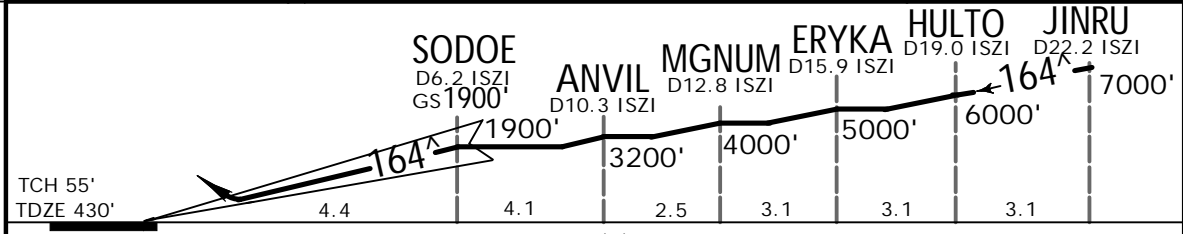
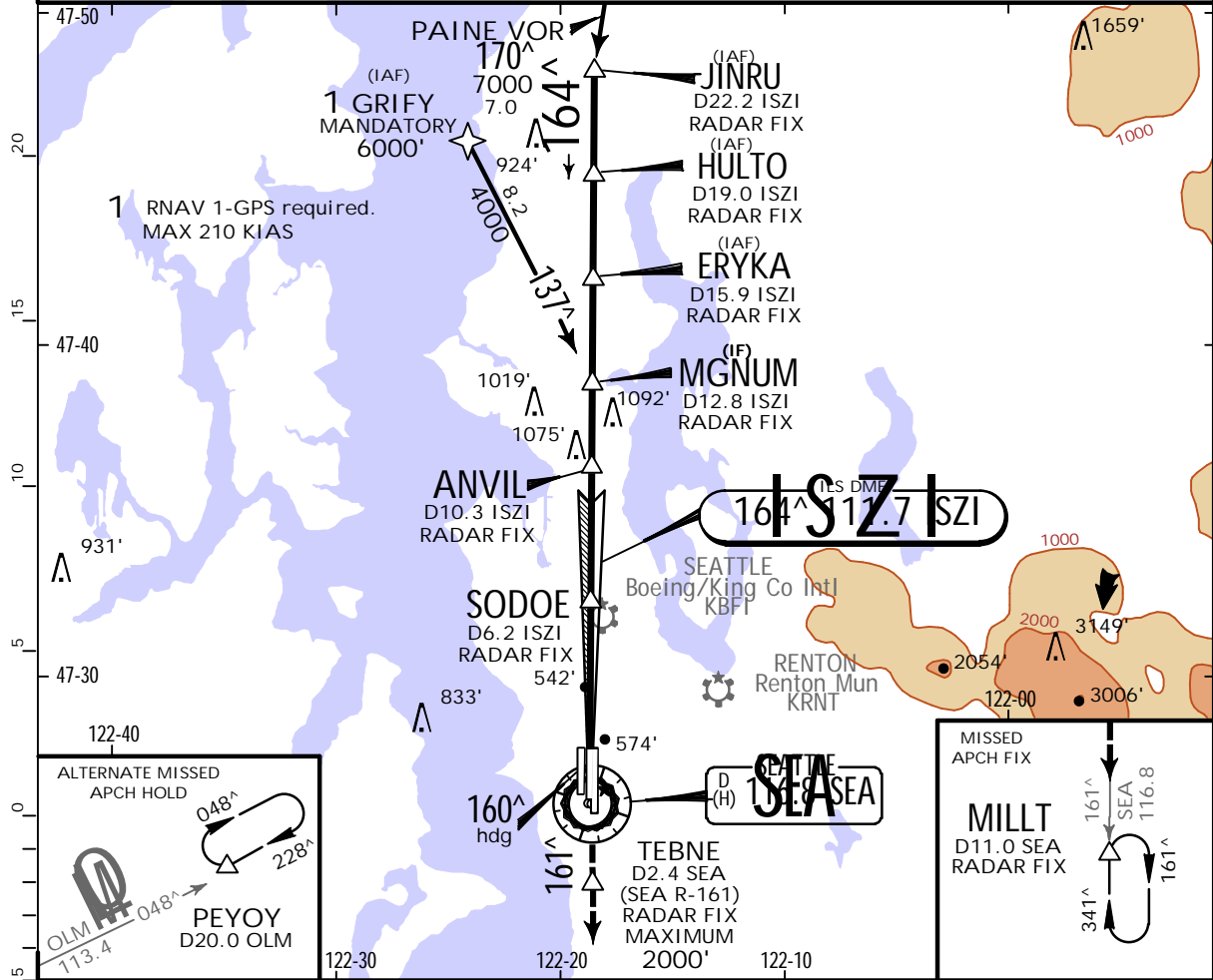
-TACOMA INTL

22 FEB 19  
 .Eff.28.Feb. (21-2B)

# SEATTLE, WASH

## ILS Rwy 16C SA CAT I

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7
LOC ISZI 111.7	Final Apch Crs 164 <sup>^</sup>	GS SODOE 1900' (1470')	SA CAT I ILS RA 292' DA(H) 580' (150')		Apt Elev 432' TDZE 430'			
MISSED APCH: Climb on heading 160 <sup>^</sup> and 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'.								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 16R. 4. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00 <sup>^</sup> /TCH 71'). 6. See 20-9A2 for Alert Notice.								



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 <sup>^</sup>	372	478	531	637	743

TERPS. STRAIGHT-IN LANDING RWY 16C  
 1 SA CAT I ILS  
 RA 292'  
 DA(H) 580' (150')  
 RVR 14

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

# KSEA/SEA

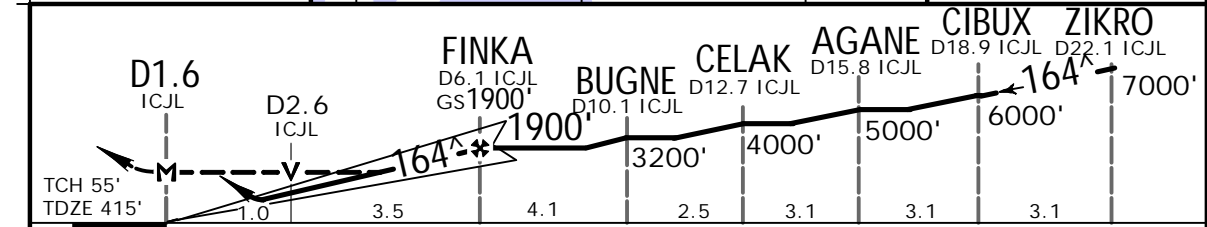
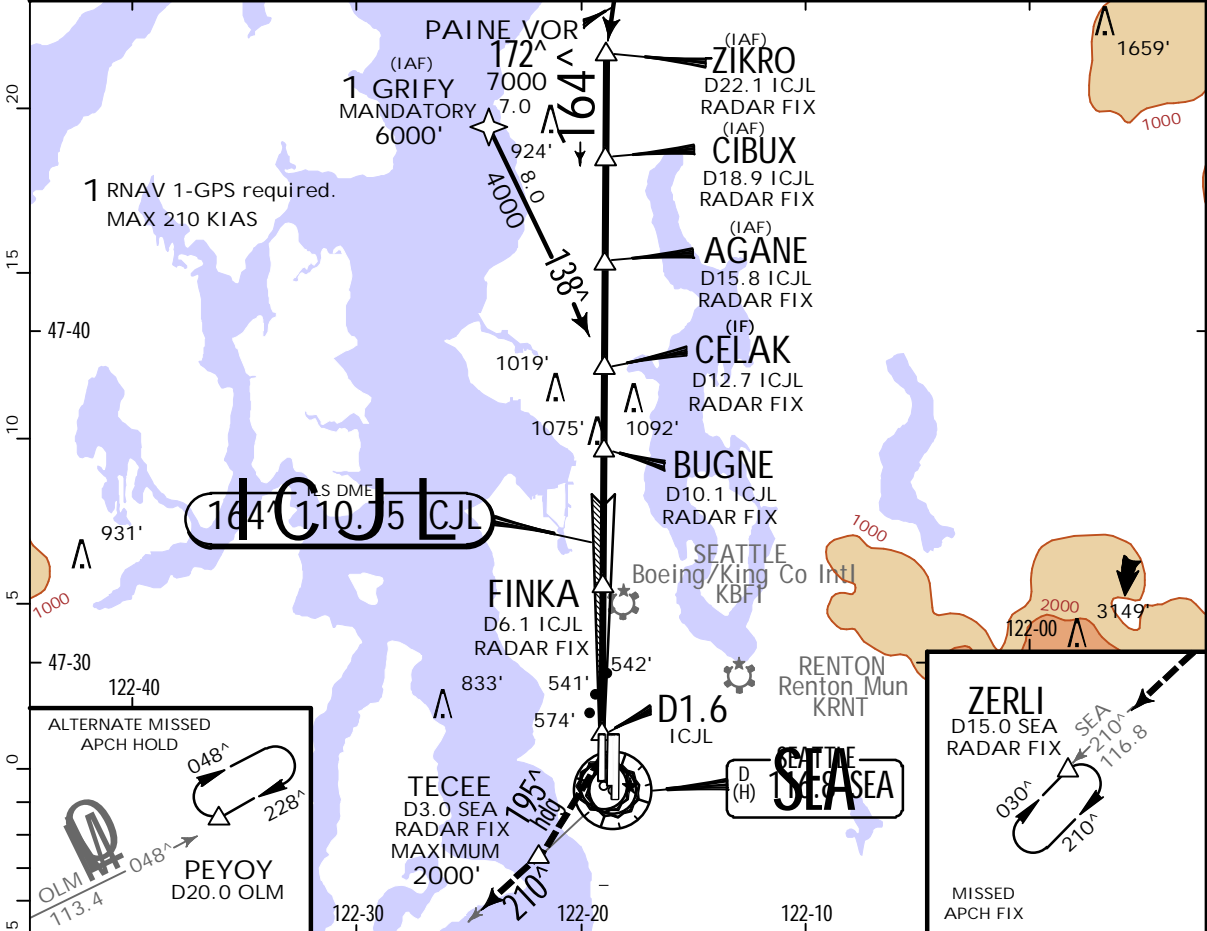
-TACOMA INTL

**JEPPESEN**  
22 FEB 19 (21-3) .Eff.28.Feb.

# SEATTLE, WASH

ILS or LOC Rwy 16R

D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Ground 121.7
LOC ICJL 110.75	Final Apch Crs 164 <sup>^</sup>	GS FINKA 1900' (1485')	ILS DA(H) 615' (200')	Apt Elev 432' TDZE 415'		
<b>BRIEFING STRIP</b> MISSED APCH: Climb to 900' then climb on heading 195 <sup>^</sup> 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'.						
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16L and Rwy 16C. 3. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00 <sup>^</sup> /TCH 69').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	900'	then 195 <sup>^</sup> and 116.8 R-210	TECEE
GS	372	478	531	637	743	849				
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 DA(H) 615' (200')		LOC (GS out) MDA(H) 800' (385')					
FULL	IDZ/CL out	ALS out		ALS out		Max Kts	MDA(H)
A						90	1000' (568') -1
B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	120	1000' (568') -1 1/2
C				RVR 35 or 5/8	RVR 60 or 1/4	140	1000' (568') -2
D						165	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.							

**KSEA/SEA**  
-TACOMA INTL

22 FEB 19  
Eff. 28 Feb. **(21-3A)**

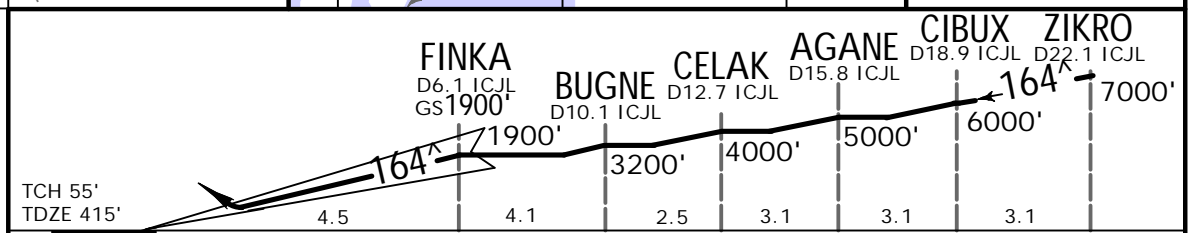
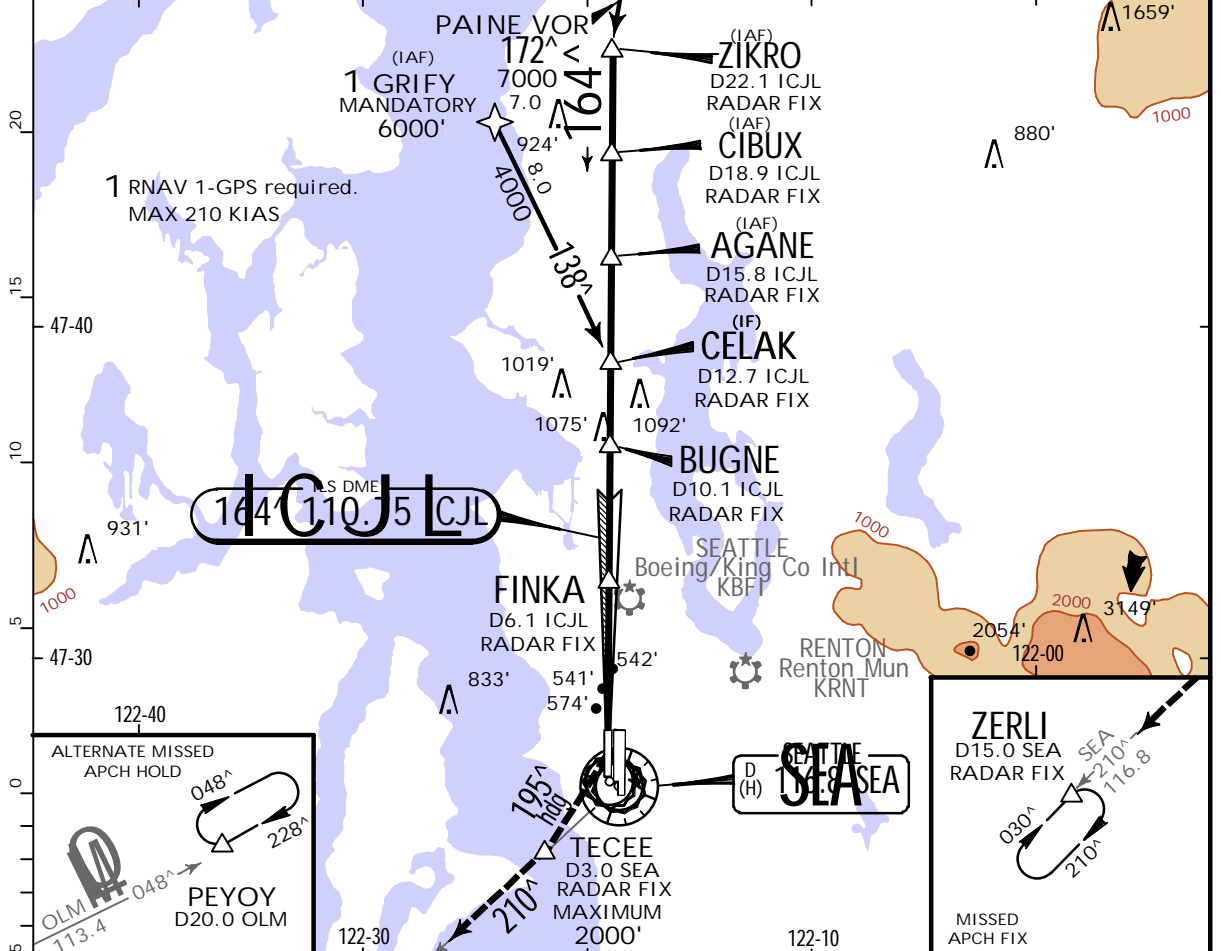
**SEATTLE, WASH**  
ILS Rwy 16R CAT II & III

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/16C/34C/34R 119.9		Ground 121.7
LOC ICJL <b>110.75</b>	Final Apch Crs <b>164<sup>^</sup></b>	GS <b>FINKA</b> 1900' (1485')	CAT III Refer to Minimums	CAT II <b>RA 139'</b> DA(H) 515' (100')	Apt Elev 432' TDZE 415'	

**MISSED APCH:** Climb to 900' then climb on heading 195<sup>^</sup> 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'.

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 and Rwy 16C. 4. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 69').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	900' then 195 <sup>^</sup> and 116.8 SEA R-210	TECEE
GS	3.00 <sup>^</sup>	372	478	531	637	743			

.TERPS.		STRAIGHT-IN LANDING RWY 16R	
CAT III ILS		CAT II ILS <b>RA 139'</b> DA(H) 515' (100')	
RVR 3		1 RVR 12	

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

TERPS AMEND 5 - 28 FEB 2019

CHANGES: Procedure. | JEPPESEN, 2008, 2019. ALL RIGHTS RESERVED.

# KSEA/SEA

-TACOMA INTL



# SEATTLE, WASH

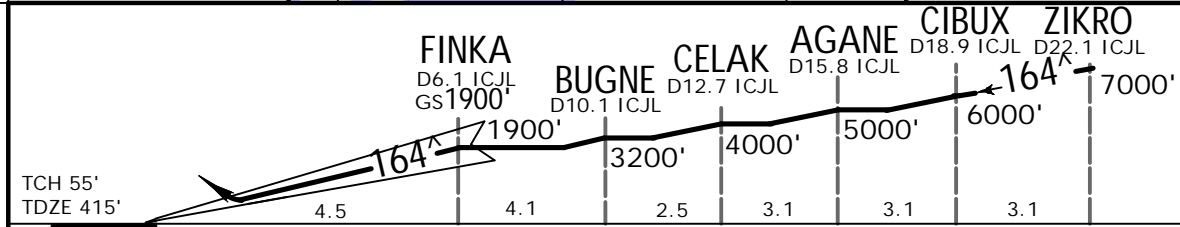
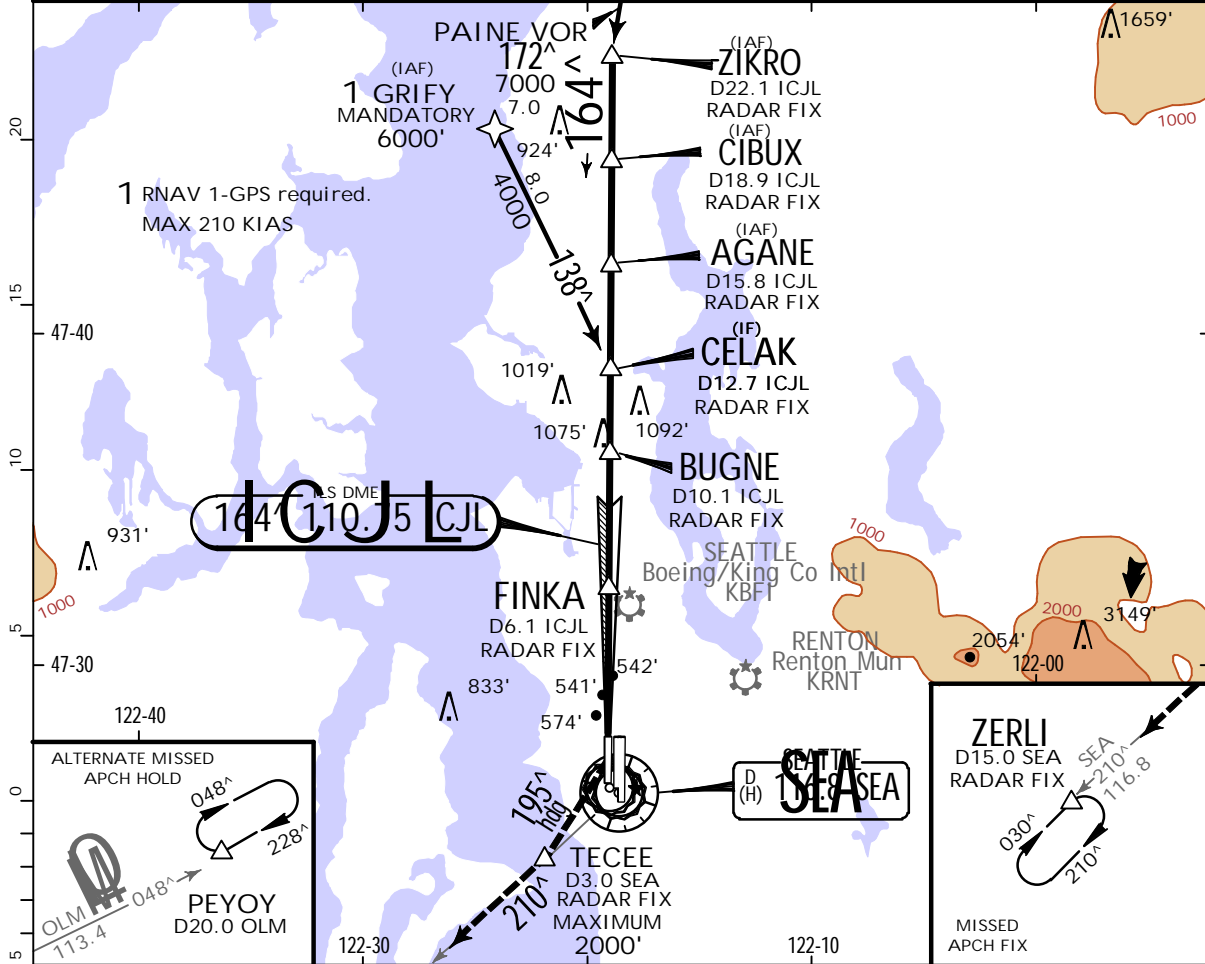
ILS Rwy 16R SA CAT I

22 FEB 19

(21-3B)

.Eff.28.Feb.

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/16C/34C/34R 119.9		Ground 121.7
LOC ICJL 110.75	Final Apch Crs 164 <sup>^</sup>	GS FINKA 1900' (1485')	SA CAT I ILS RA 176' DA(H) 565' (150')		Apt Elev 432' TDZE 415'	
<p>MISSED APCH: Climb to 900' then climb on heading 195<sup>^</sup> 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'.</p>						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
<p>1. Special Aircrew &amp; Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16L and Rwy 16C. 4. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 69').</p>						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	900'	then 195 <sup>^</sup> and 116.8	SEA R-210	TECEE
GS	3.00 <sup>^</sup>	372	478	531	637	849					

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.

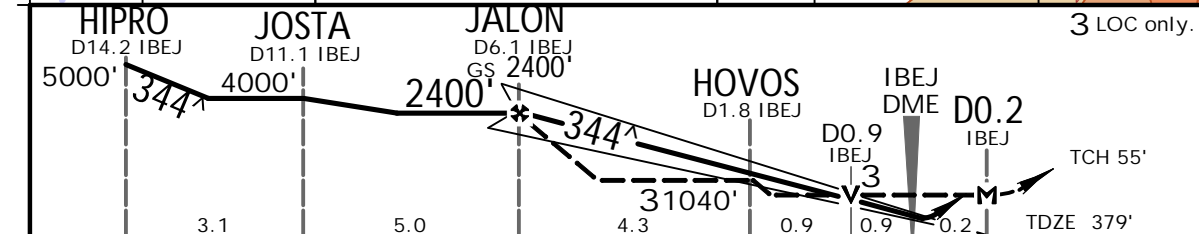
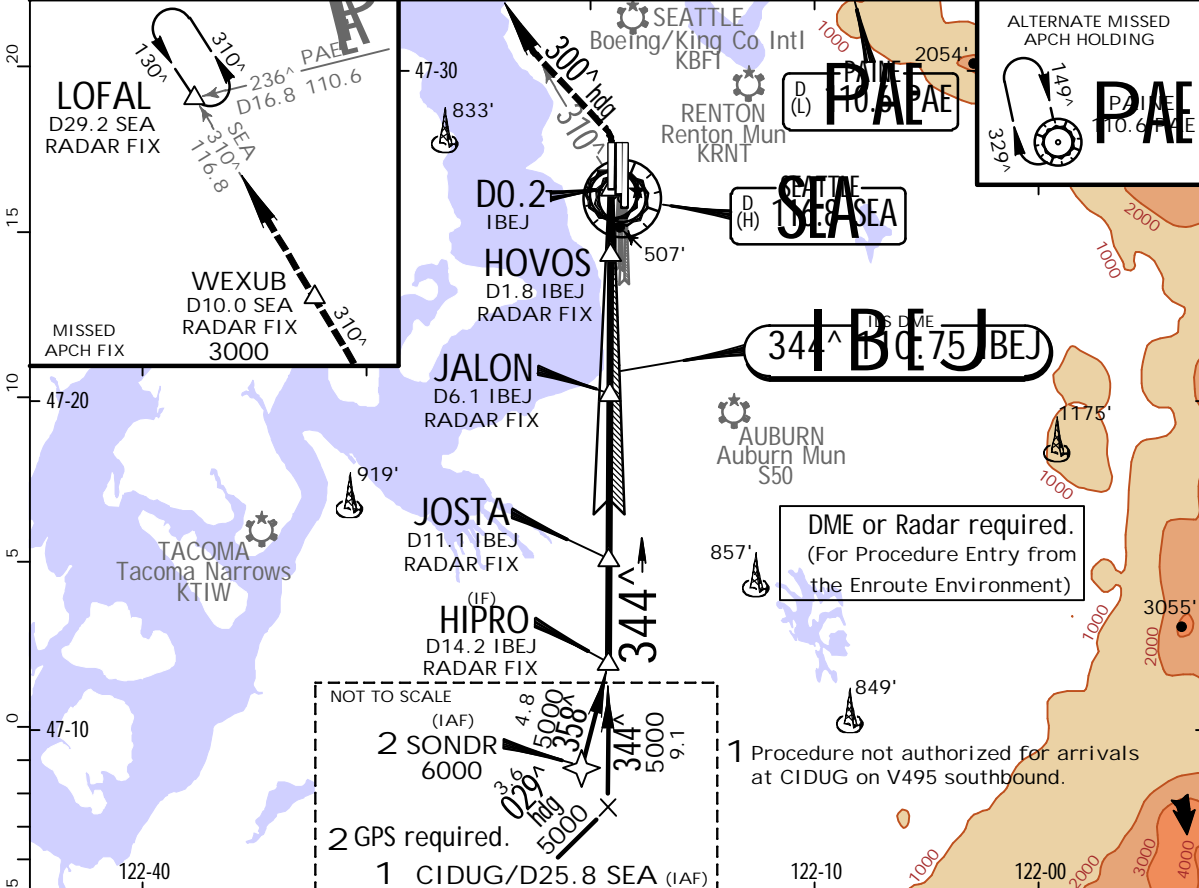
# KSEA/SEA -TACOMA INTL



6 OCT 17 (21-4) .Eff.12.Oct.

# SEATTLE, WASH ILS or LOC Rwy 34L

D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Ground 121.7
LOC IB EJ 110.75	Final Apch Crs 344 <sup>^</sup>	GS JALON 2400' (2021')	ILS DA(H) 579' (200')	Apt Elev 433' TDZE 379'		<p>MSA SEA VOR</p>
<p><b>BRIEFING STRIP™</b></p> <p>MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300<sup>^</sup> and outbound on SEA VOR R-310 to cross WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34 R/C. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 75').</p>						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 900' 3000' 300 <sup>^</sup> on hdg LT
GS	3.00 <sup>^</sup>	372	478	531	637	743	
MAP at DO.2 IBEJ or JALON to MAP	6.3	5:24	4:12	3:47	3:09	2:42	

TERPS.		STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND	
DA(H) 579' (200')		LOC (GS,out) 760' (381')		Max Kts	
FULL		RAIL/ALS out		MDA(H)	
A				90	1000'(567') -1
B				120	
C	1 RVR 24 or 1/2	RVR 40 or 3/4		140	1000'(567') -1 1/2
D				165	1000'(567') -2
1 RVR 18 with Flight Director or Autopilot or HUD to DA.					



# KSEA/SEA -TACOMA INTL



6 OCT 17

(21-4A)

.Eff.12.Oct.

# SEATTLE, WASH ILS Rwy 34L SA CAT I

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower	Ground
118.0	133.65	Rwys 16R/34L 120.95 Rwys 16L/16C/34C/34R 119.9	121.7

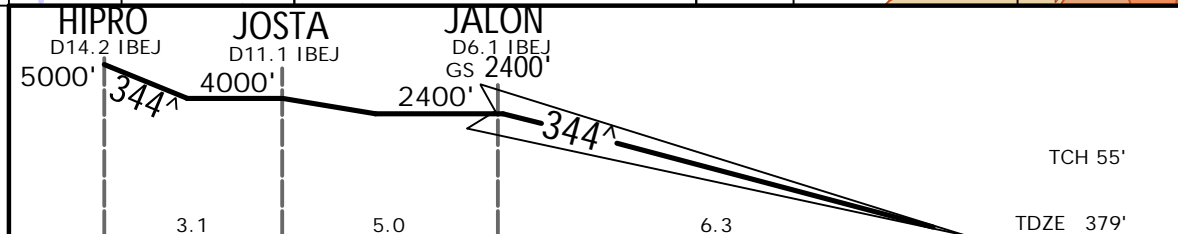
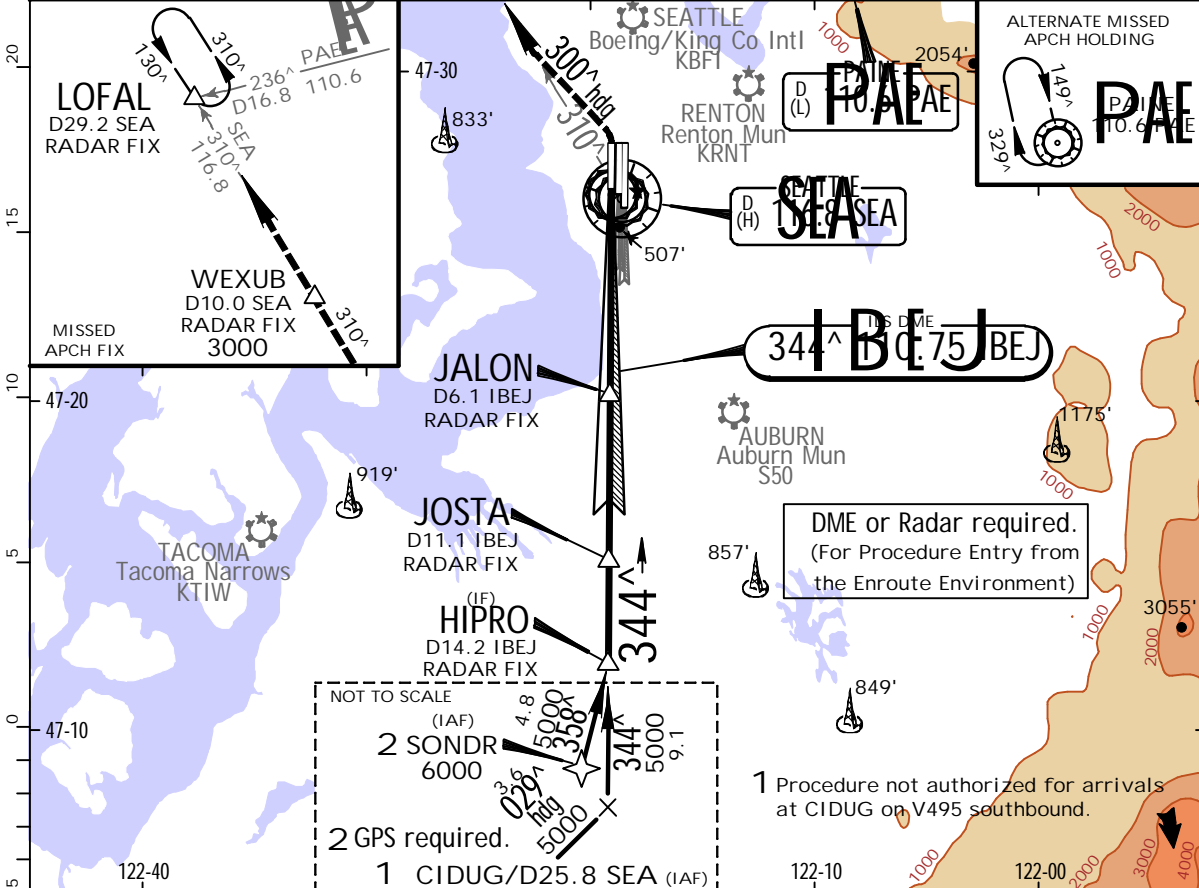
BRIEFING STRIP™

LOC IB EJ 110.75	Final Apch Crs 344 <sup>^</sup>	GS JALON 2400' (2021')	SA CAT I ILS RA 213' DA(H) 529'(150')	Apt Elev 433' TDZE 379'	
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MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300<sup>^</sup> and outbound on SEA VOR R-310 to cross WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

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

- Special Aircrew & Acft Certification Required.
- DME or Radar required.
- Simultaneous approach authorized with Rwy 34 R/C.
- VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 75').



Gnd speed-Kts	70	90	100	120	140	160	MALSR 900'	PAPI 3000'	300 <sup>^</sup> on hdg
GS	3.00 <sup>^</sup>	372	478	531	637	743			

.TERPS. STRAIGHT-IN LANDING RWY 34L  
1 SA CAT I ILS  
RA 213'  
DA(H) 529'(150')

RVR 14

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

TERPS AMEND 1E 12 OCT 2017



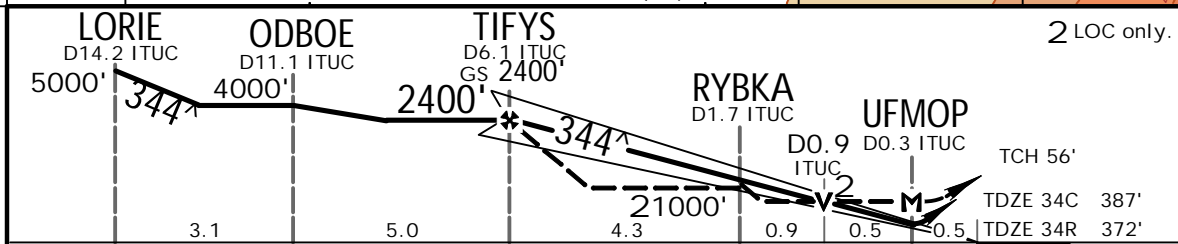
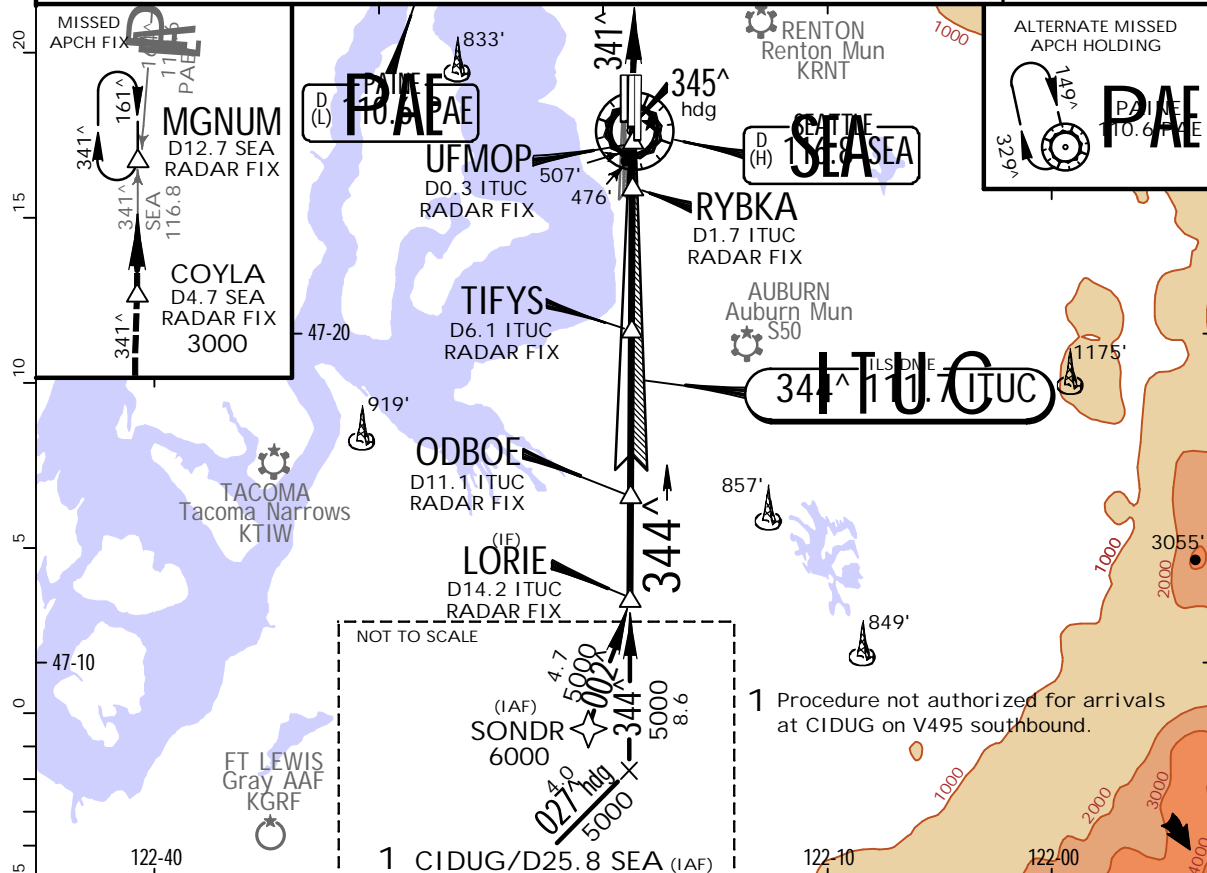
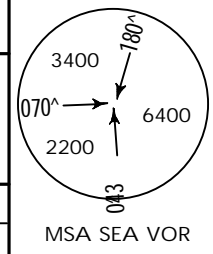
# KSEA/SEA -TACOMA INTL



15 JUN 18 (21-5)

# SEATTLE, WASH ILS or LOC Rwy 34C

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7	
LOC ITUC 111.7		Final Apch Crs 344 <sup>^</sup>		GS TIFYS 2400' (2013')		ILS DA(H) 604' (217')		Apt Elev 432' TDZE 387'	
<p><b>BRIEFING STRIP</b></p> <p>MISSED APCH: Climb on heading 345<sup>^</sup> 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 MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'</p> <p>DME or RADAR required, From SONDR: RNAV 1-GPS required.</p> <p>1. Simultaneous approach authorized with Rwy 34L. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 75'). 3. MALS &amp; PAPI-L on Rwy 34R.</p>									



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	3000'	345 <sup>^</sup> and 116.8 R-341	COYLA	
GS	3.00 <sup>^</sup>	372	478	531	637	743					849
MAP at UFMOP or TIFYS to MAP	5.7	4:53	3:48	3:25	2:51	2:27					2:08

TERPS. STRAIGHT-IN LANDING RWY 34C ILS DA(H) 604' (217')		LOC (GS out) MDA(H) 760' (373')		SIDESTEP LANDING RWY 34R MDA(H) 760' (388')		CIRCLE-TO-LAND	
FULL		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A		RVR 24	RVR 50	RVR 50 or 1		Max Kts	MDA(H)
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	90	1000'(568') -1
C			RVR 35 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	120	1000'(568') -1 1/2
D						140	1000'(568') -1 1/2
						165	1000'(568') -2

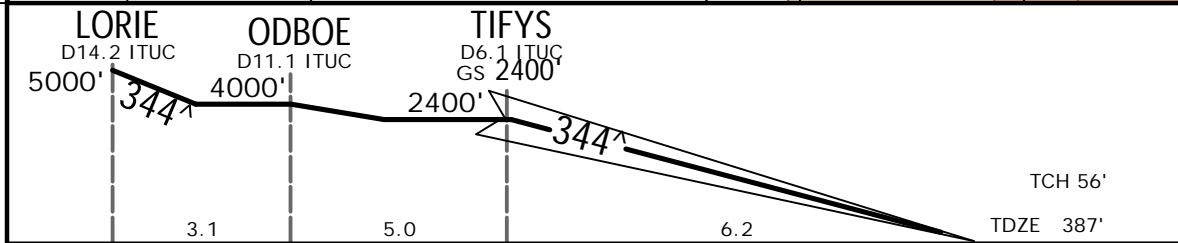
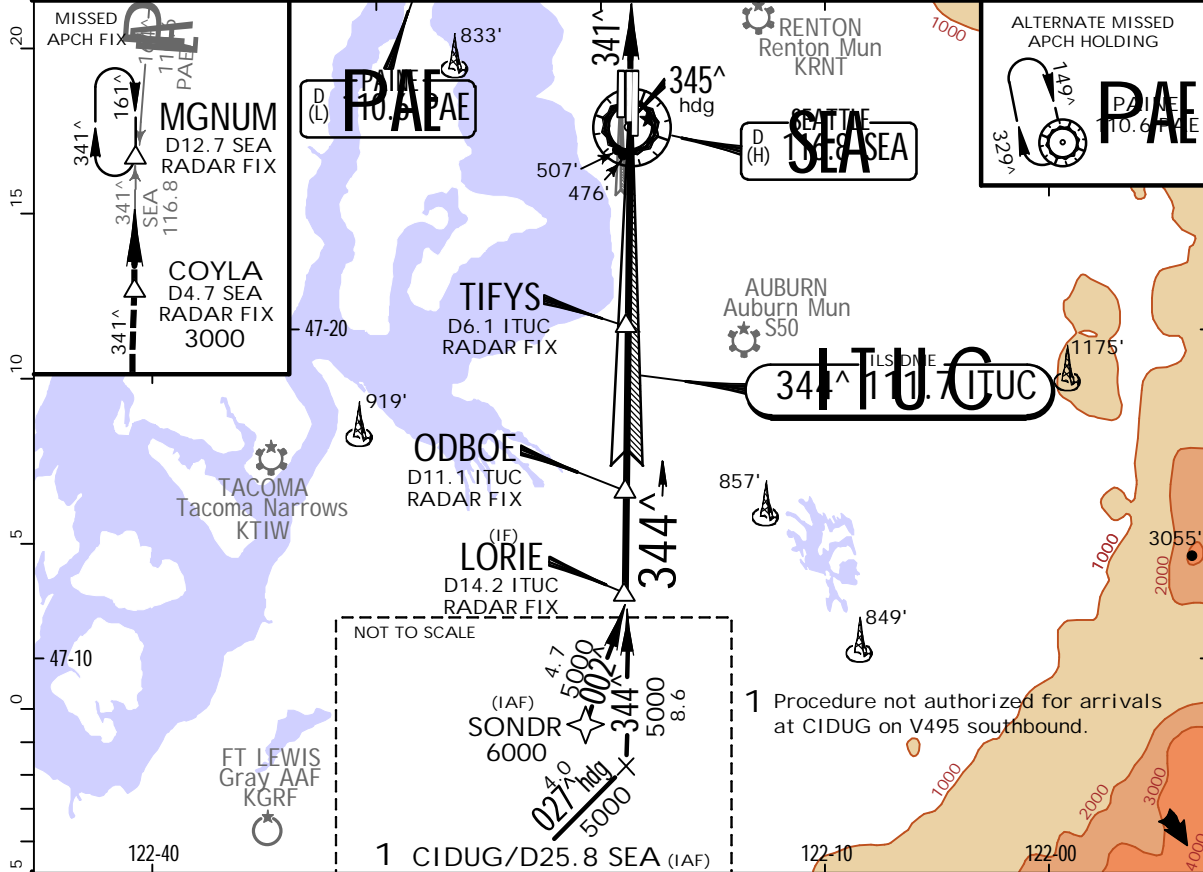


# KSEA/SEA -TACOMA INTL

**JEPPesen**  
15 JUN 18 **(21-5A)**

# SEATTLE, WASH ILS Rwy 34C SA CAT I

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
LOC ITUC 111.7	Final Apch Crs 344 <sup>^</sup>	GS TIFYS 2400' (2013')	SA CAT I ILS RA 231' DA(H) 537'(150')	Apt Elev 432' TDZE 387'
MISSED APCH: Climb on heading 345 <sup>^</sup> 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'.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
DME or RADAR required, From SONDR: RNAV 1-GPS required.				
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 34L. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	345 <sup>^</sup> hdg	SEA R-341	COYLA
GS	3.00 <sup>^</sup>	372	478	531	637	743					

TERPS. STRAIGHT-IN LANDING RWY 34C  
 1 SA CAT I ILS  
 RA 231'  
 DA(H) 537'(150')

RVR 14

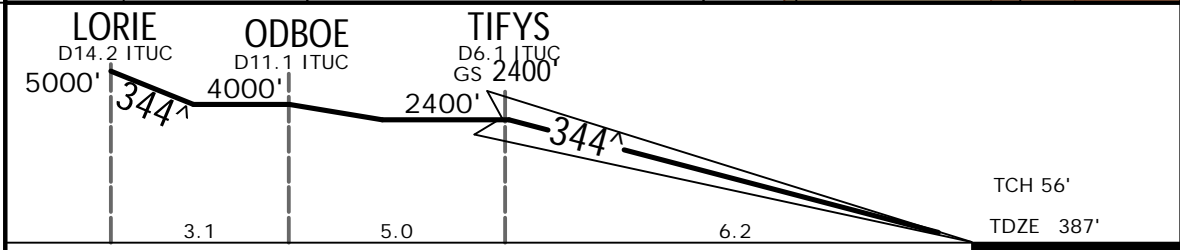
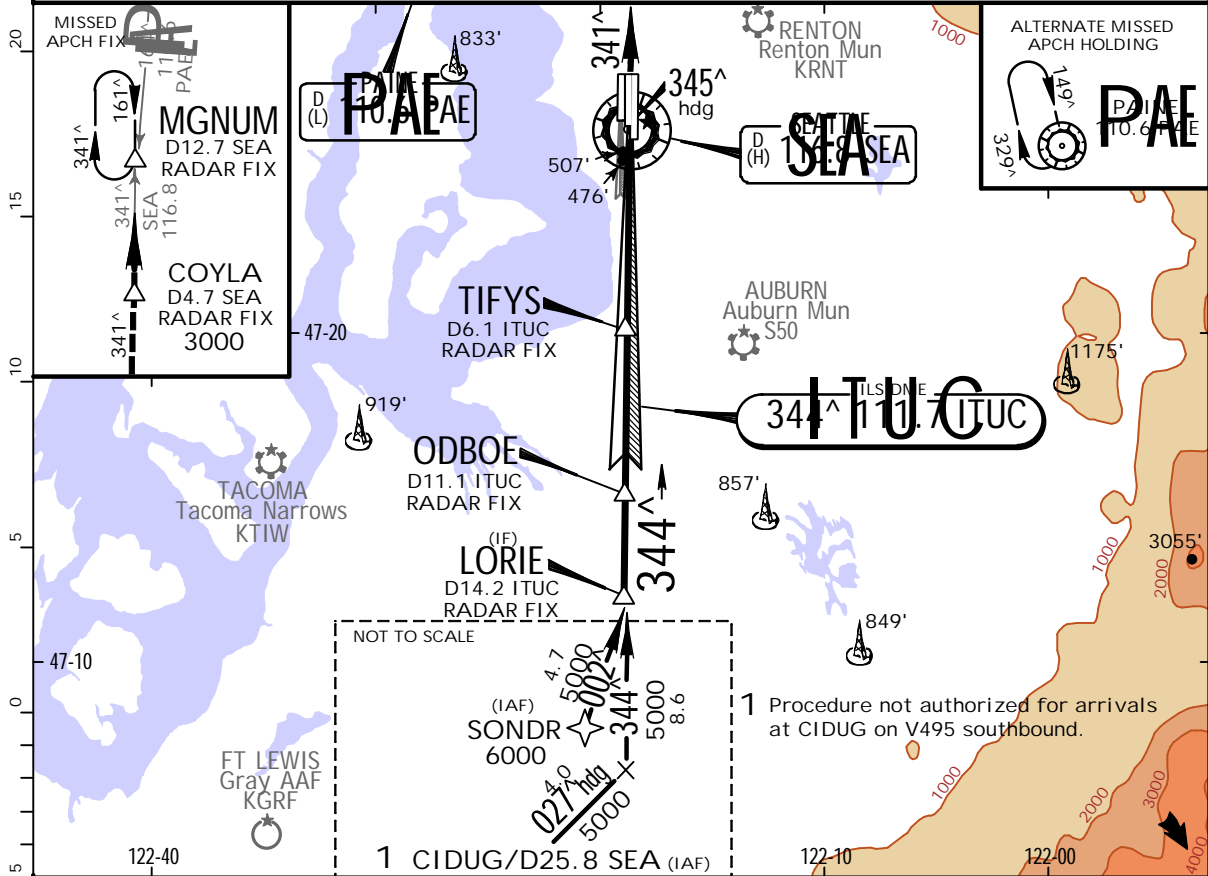
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**KSEA/SEA**  
-TACOMA INTL

**JEPPESSEN**  
15 JUN 18 (21-5B)

**SEATTLE, WASH**  
ILS Rwy 34C SA CAT II

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
LOC ITUC 111.7	Final Apch Crs 344 <sup>^</sup>	GS TIFYS 2400' (2013')	SA CAT II ILS RA 112' DA(H) 487'(100')	Apt Elev 432' TDZE 387'		
<p>MISSED APCH: Climb on heading 345<sup>^</sup> 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 MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.</p>						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
DME or RADAR required, From SONDR: RNAV 1-GPS required.						
<p>1. Special Aircrew &amp; Acft Certification Required. 2. Simultaneous approach authorized with Rwy 34L. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00<sup>^</sup>/TCH 75').</p>						



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	345 <sup>^</sup> hdg	SEA 116.8 R-341	COYLA
GS	3.00 <sup>^</sup>	372	478	531	637	743					

TERPS. STRAIGHT-IN LANDING RWY 34C  
1 SA CAT II ILS  
RA 112'  
DA(H) 487'(100')  
RVR 12

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

TERPS AMEND 3E 21 JUN 2018

# KSEA/SEA

-TACOMA INTL

**JEPPESSEN**  
22 FEB 19 (21-6) .Eff.28.Feb.

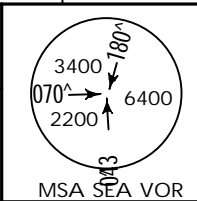
# SEATTLE, WASH

ILS or LOC Rwy 34R

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16L/16C/34C/34R	Rwys 16R/34L	121.7

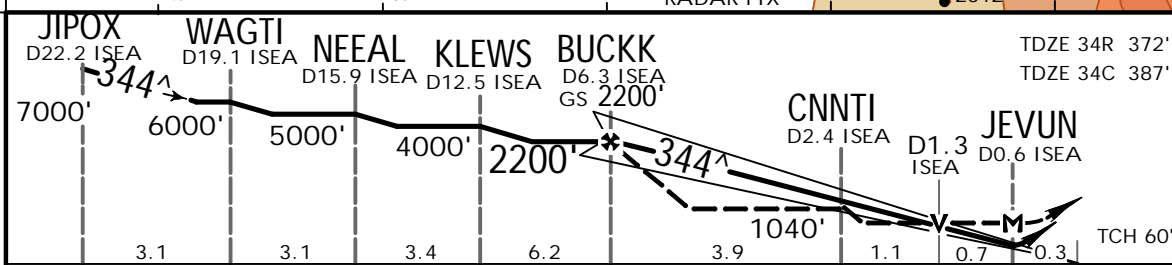
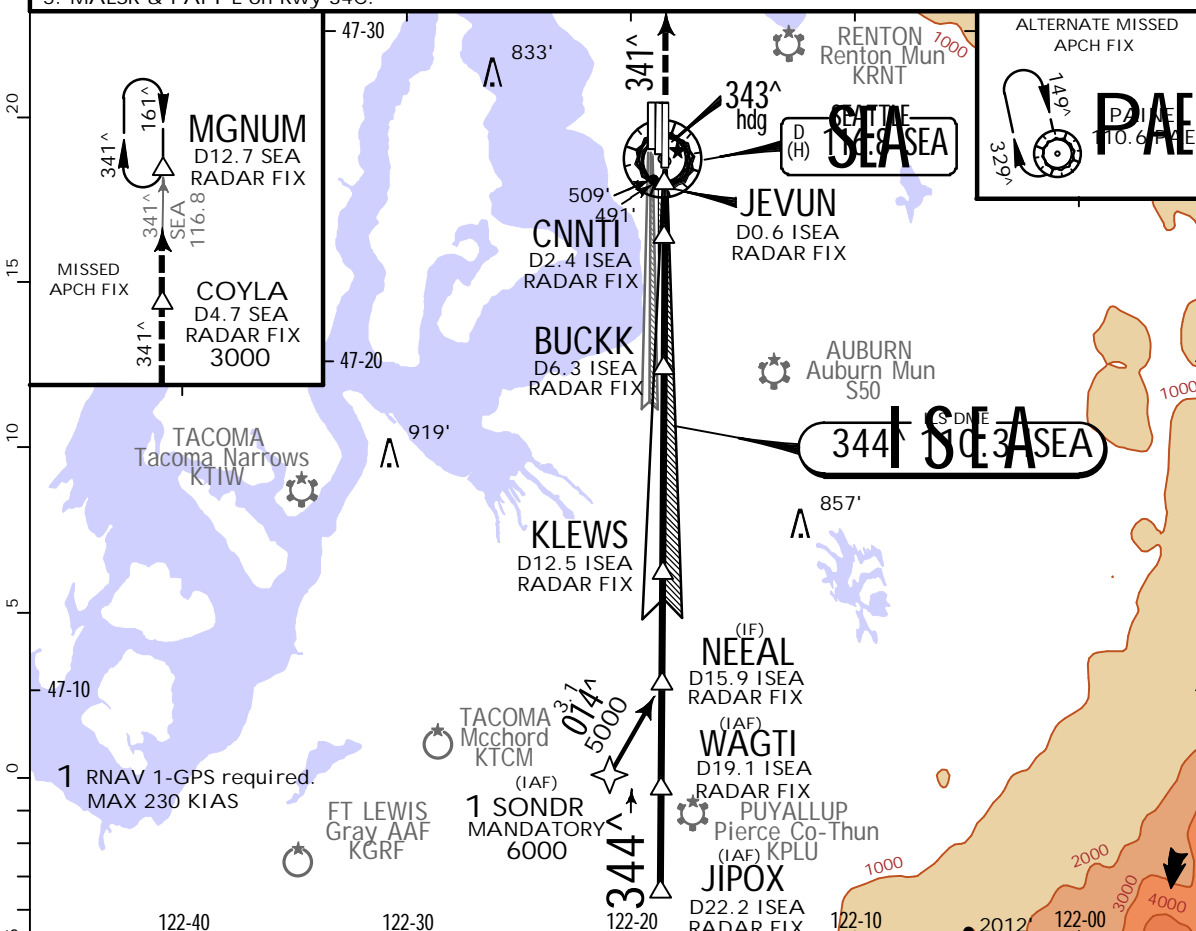
BRIEFING STRIP™

LOC ISEA <b>110.3</b>	Final Apch Crs <b>344^</b>	GS <b>BUCKK</b> 2200' (1828')	ILS DA(H) <b>572'</b> (200')	Apt Elev 432' TDZE 34R 372'
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**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 MGNUM/D12.7 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. Simultaneous approach authorized with Rwy 34L. 3. Use ISEA DME when on Localizer course. 4. VGSI and ILS glidepath not coincident (VGSI angle 2.75°/TCH 81').  
 5. MALS-R & PAPI-L on Rwy 34C.



Gnd speed-Kts	70	90	100	120	140	160	MALS-R 3000'	PAPI 343^	SEA 116.8	COYLA R-341
GS	2.75^	340	438	486	584	681				
MAP at JEVUN or BUCKK to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10			

TERPS	STRAIGHT-IN LANDING RWY 34R				SIDESTEP LANDING RWY 34C		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		MDA(H)		MDA(H)	
	DA(H)	572' (200')	MDA(H)	740' (368')	760' (373')			
	FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		Max Kts	MDA(H)
A		1	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1		90	1000'(568') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 60 or 1/4	RVR 55 or 1	120	1000'(568') -1 1/2
C						RVR 55 or 1	140	1000'(568') -2
D						1 1/2	165	1000'(568') -2

TERPS AMEND 3 - 28 FEB 2019

# KSEA/SEA -TACOMA INTL



22 FEB 19

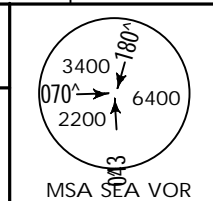
(21-6A) .Eff.28.Feb.

# SEATTLE, WASH ILS Rwy 34R SA CAT I

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
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BRIEFING STRIP™

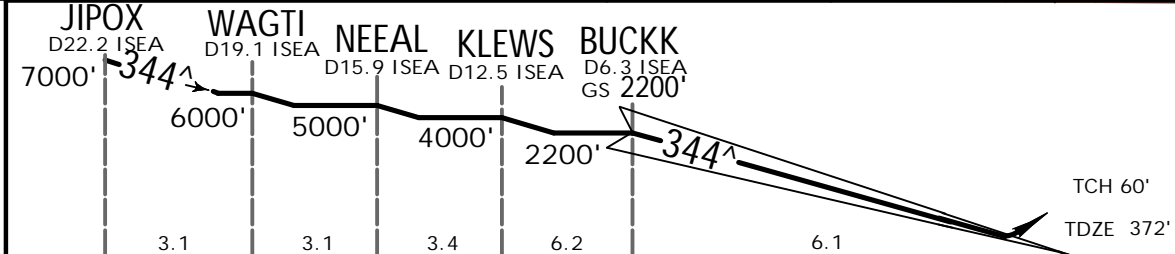
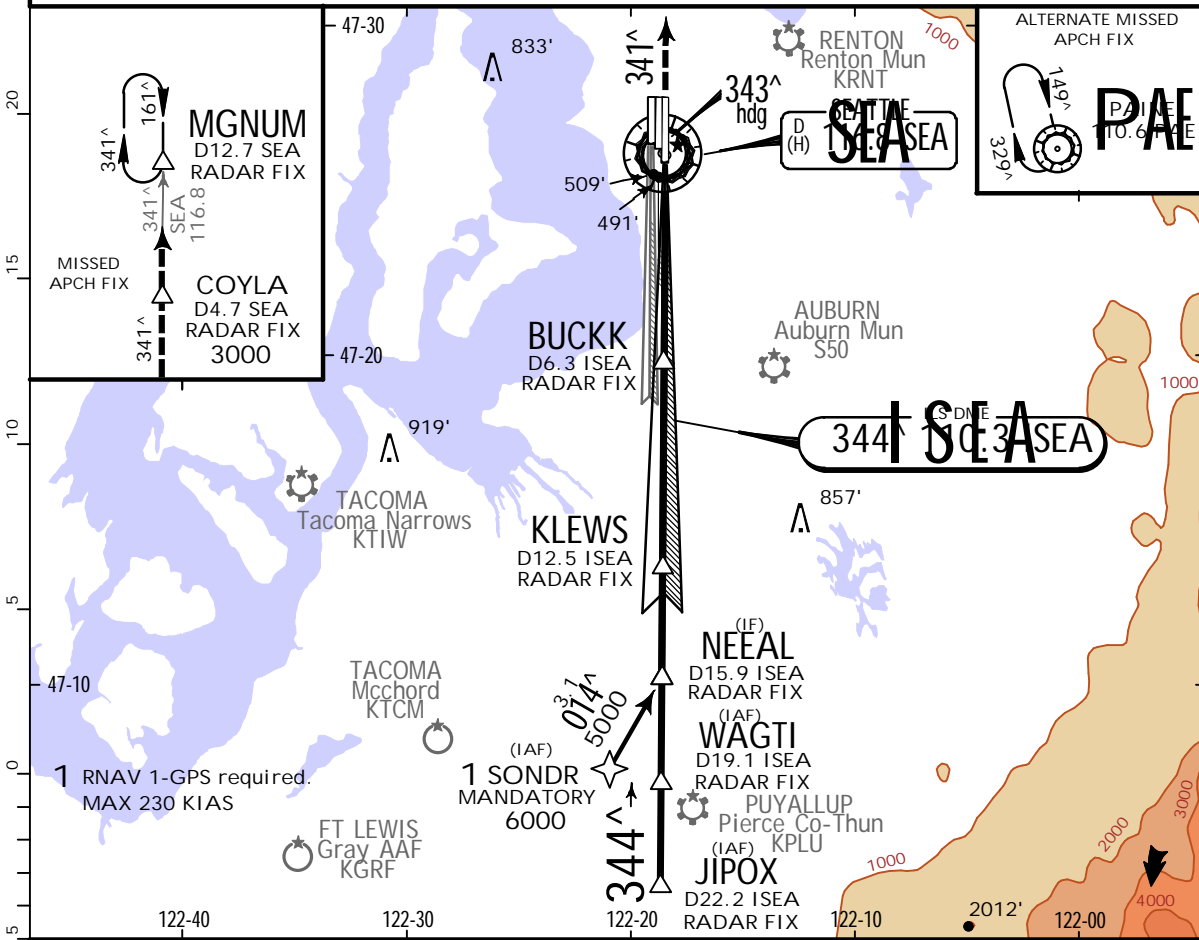
LOC ISEA <b>110.3</b>	Final Apch Crs <b>344^</b>	GS BUCKK <b>2200'</b> (1828')	SA CAT I ILS <b>RA 250'</b> DA(H) 522' (150')	Apt Elev 432' TDZE 372'
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**MISSED APCH:** Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR 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'.

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 (VGSI angle 2.75°/TCH 81').



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI	343^ hdg	SEA 116.8 R-341	COYLA
GS	2.75^	340	438	486	584	681					

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

RVR 14

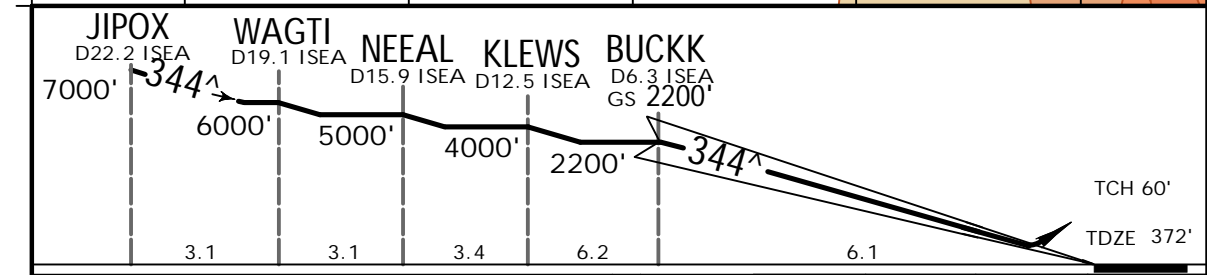
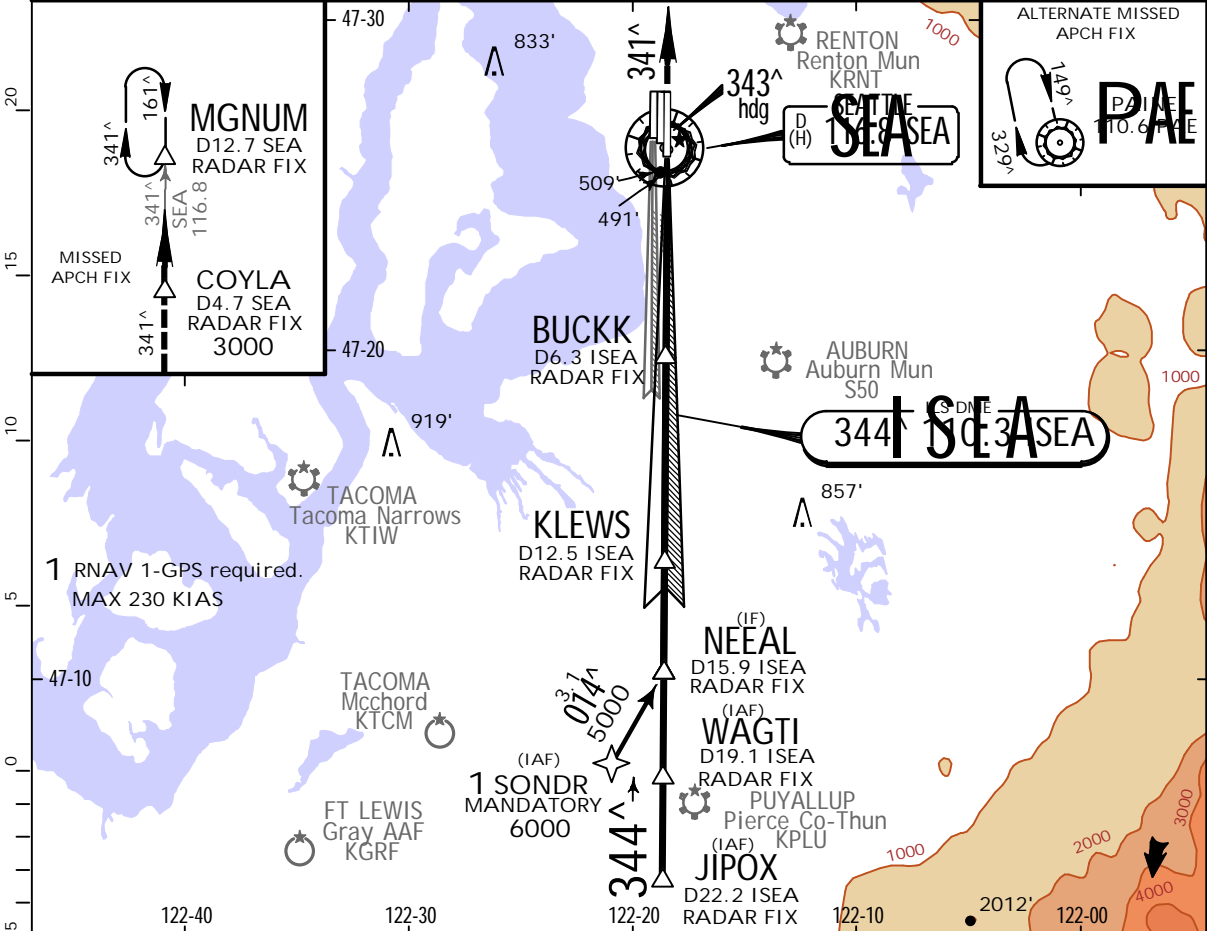
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.  
CHANGES: Procedure.      JEPPesen, 2013, 2019. ALL RIGHTS RESERVED.

# KSEA/SEA -TACOMA INTL

JEPPESSEN  
22 FEB 19  
.Eff.28.Feb. (21-6B)

# SEATTLE, WASH ILS Rwy 34R SA CAT II

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
LOC ISEA 110.3	Final Apch Crs 344 <sup>^</sup>	GS BUCKK 2200' (1828')	SA CAT II ILS RA 200' DA(H) 472' (100')	Apt Elev 432' TDZE 372'		
<b>MISSED APCH:</b> Climb on heading 343 <sup>^</sup> 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 MGNUM/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 (VGSI angle 2.75 <sup>^</sup> /TCH 81').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	343 <sup>^</sup>	SEA	COYLA
GS	2.75 <sup>^</sup>	340	438	486	584	681	PAPI	↑	hdg	116.8 R-341	

TERPS. STRAIGHT-IN LANDING RWY 34R  
 1 SA CAT II ILS  
 RA 200'  
 DA(H) 472' (100')

RVR 12

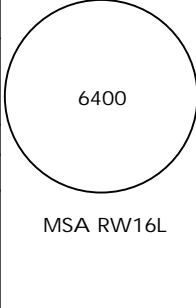
1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

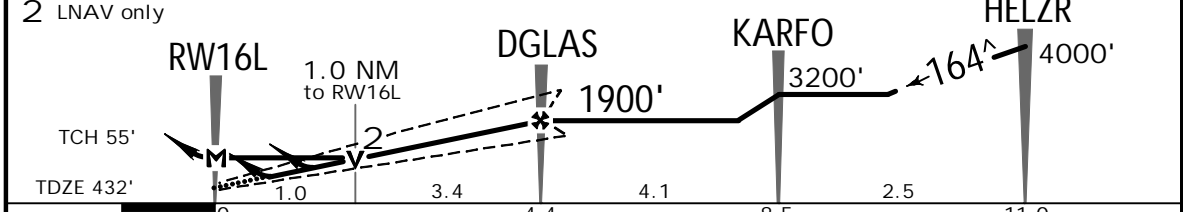
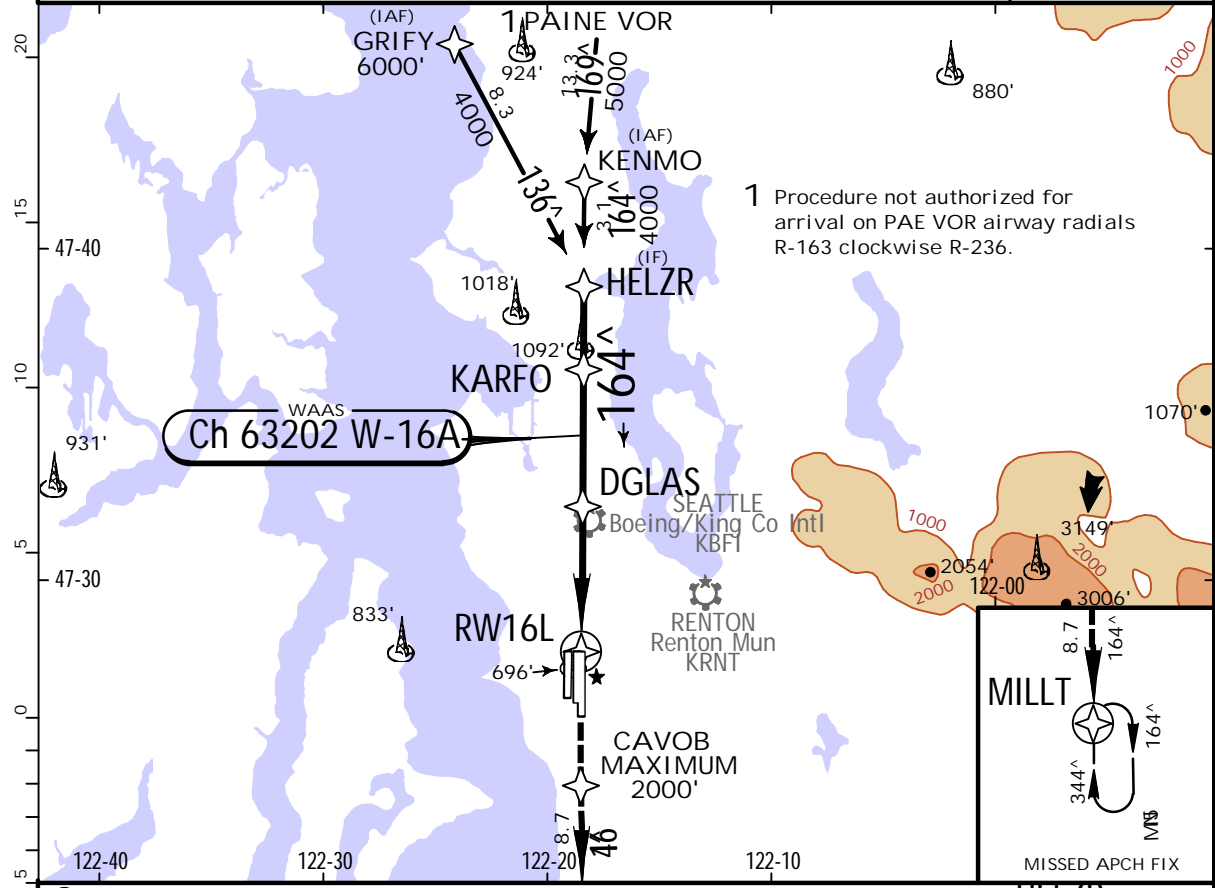




# KSEA/SEA -TACOMA INTL

**JEPPesen**  
16 NOV 18 **(22-1)**

# SEATTLE, WASH RNAV (GPS) Y Rwy 16L

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
WAAS <b>Ch 63202</b> W-16A	Final Apch Crs <b>164<sup>^</sup></b>	Minimum Alt DGLAS <b>1900'</b> (1468')	LPV DA(H) <b>700'</b> (268')
MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000', then climb to 5000' on track 164 <sup>^</sup> to MILLT and hold, continue climb-in-hold to 5000'.			
Alt Set: INCHES		Trans level: FL 180	
RNP APCH		Trans alt: 18000'	
<p>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 16R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 79').</p>			



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	2000'	 or below  CAVOB
Glide Path Angle	3.00 <sup>^</sup>								
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW16L									

TERPS.	STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
	LPV DA(H) 700' (268')	LNAV/VNAV DA(H) 766' (334')	1 LNAV MDA(H) 840' (408')	1 LNAV ALS out	Max Kts	MDA(H)
A					90	1000' (568') -1
B					120	1000' (568') -1 1/2
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 60 or 1 1/8	140	1000' (568') -2
D					165	1000' (568') -2

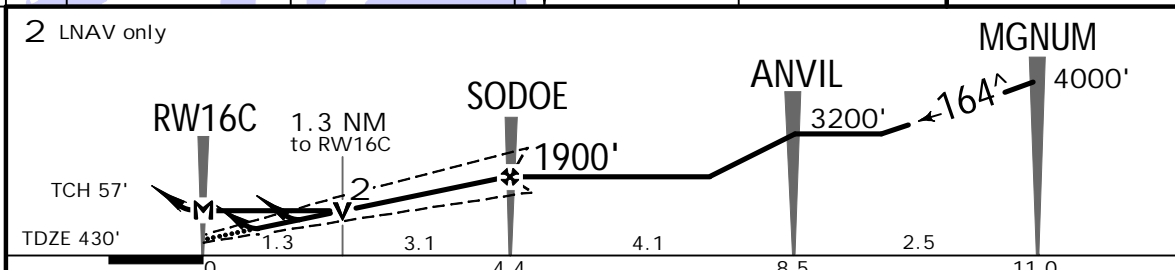
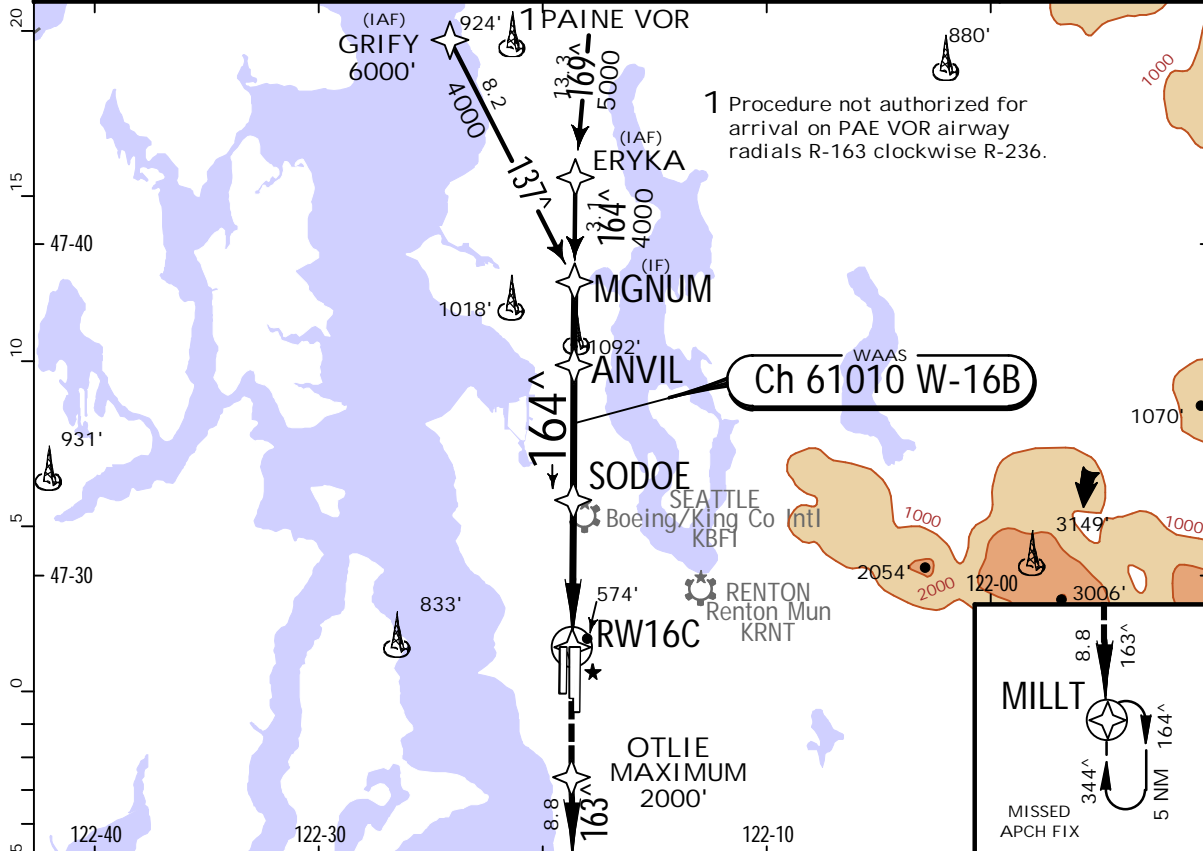
1 Not authorized during simultaneous operations.  
 CHANGES: Chart format. | JEPPesen, 2001, 2018. ALL RIGHTS RESERVED.

**KSEA/SEA**  
-TACOMA INTL

**JEPPESSEN**  
16 NOV 18 **(22-2)**

**SEATTLE, WASH**  
**RNAV (GPS) Y Rwy 16C**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS <b>Ch 61010</b> W-16B	Final Apch Crs <b>164<sup>^</sup></b>	Minimum Alt SODOE <b>1900'</b> (1470')	LPV DA(H) <b>630'</b> (200')	Apt Elev 433' TDZE 430'
<b>MISSED APCH:</b> Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' on track 163 <sup>^</sup> to MILLT and hold, continue climb-in-hold to 5000'.				<p>6400</p> <p>MSA RW16C</p>
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 (VGSI angle 3.0 <sup>^</sup> /TCH 75'). 4. See 20-9A2 for Alert Notice.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' or below 	OTLIE
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW16C								

TERPS AMEND 3A 12 OCT 2017	.TERPS.					CIRCLE-TO-LAND		
	LPV DA(H) <b>630'</b> (200')		STRAIGHT-IN LANDING RWY 16C LNAV/VNAV DA(H) <b>840'</b> (410')			LNAV MDA(H) <b>920'</b> (490')		Max Kts 90 120 140 165
		TDZ/CL out	ALS out		ALS out		ALS out	
	A							1000'(567') -1
B	RVR 18	RVR 24	RVR 40	RVR 44	1 <sup>3</sup> / <sub>8</sub>	RVR 24 or 1/2	RVR 50 or 1	1000'(567') -1 1/2
C	or 1/2	or 1/2	or 3/4	or 7/8		RVR 50 or 1	1 <sup>3</sup> / <sub>8</sub>	1000'(567') -2
D								

CHANGES: Notes, chart format.

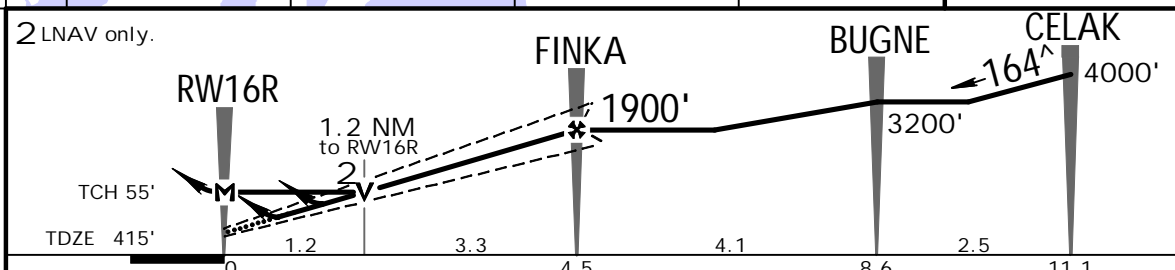
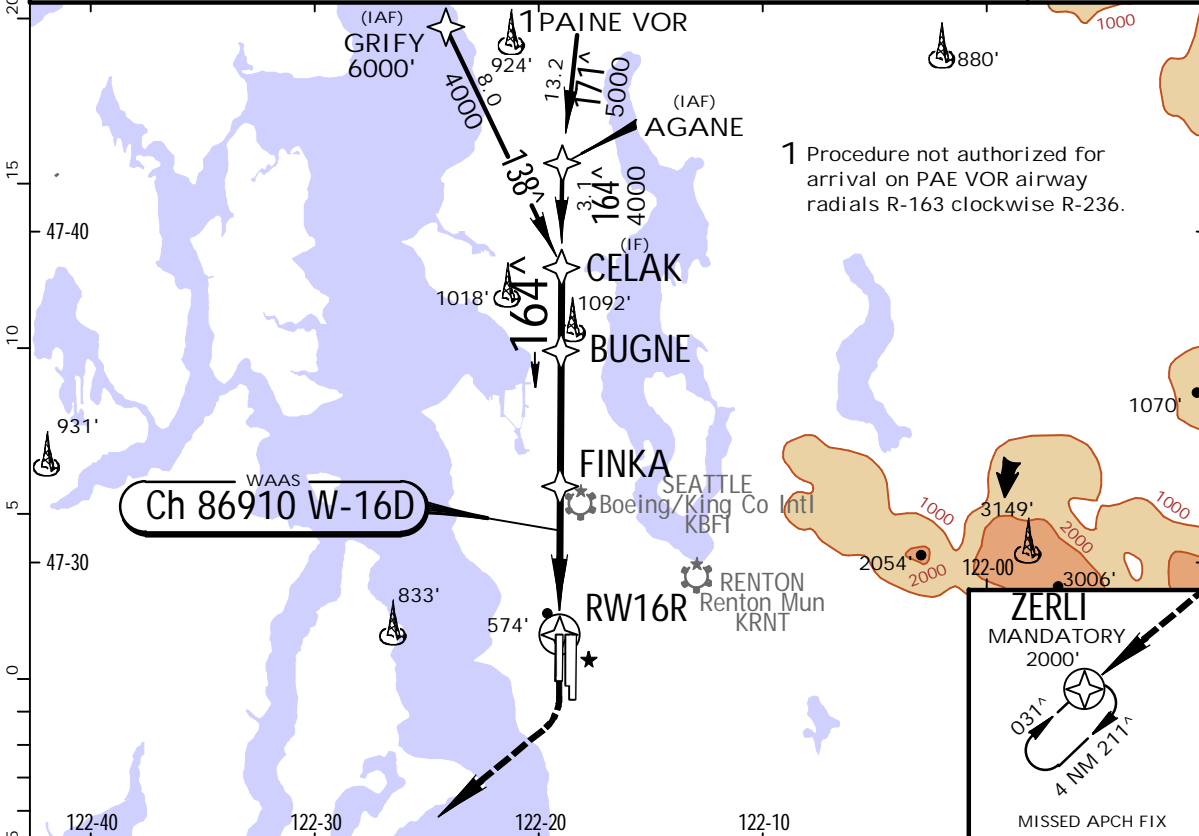


**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
6 OCT 17  
.Eff.12.Oct. (22-3)

**SEATTLE, WASH**  
RNAV (GPS) Y Rwy 16R

BRIEFING STRIP™	D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
	WAAS Ch 86910 W-16D	Final Apch Crs 164 <sup>^</sup>	Minimum Alt FINKA 1900' (1485')	LPV DA(H) 615' (200')	Apt Elev 433' TDZE 415'
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'.					6400
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 (VGSI angle 3.0°/TCH 69').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	MANDATORY	ZERLI
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	849	PAPI	↑	RT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW16R										

TERPS.	STRAIGHT-IN LANDING RWY 16R					1 LNAV		CIRCLE-TO-LAND	
	LPV DA(H) 615' (200')		LNAV/VNAV DA(H) 760' (345')			840' (425')		C	
	TDZ/CL out	ALS out		ALS out		ALS out	Max Kts	MDA(H)	
	A						90	1000'(567') -1	
B	RVR 18	RVR 24	RVR 40	RVR 32	RVR 60	RVR 24 or 1/2	RVR 50 or 1	120	
C	or 1/2	or 1/2	or 3/4	or 5/8	or 1 1/8	RVR 40 or 3/4	RVR 60 or 1/4	140	1000'(567') -1 1/2
D								165	1000'(567') -2

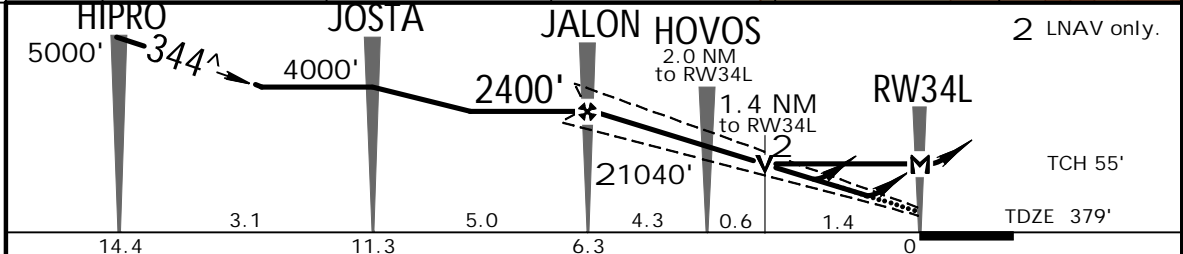
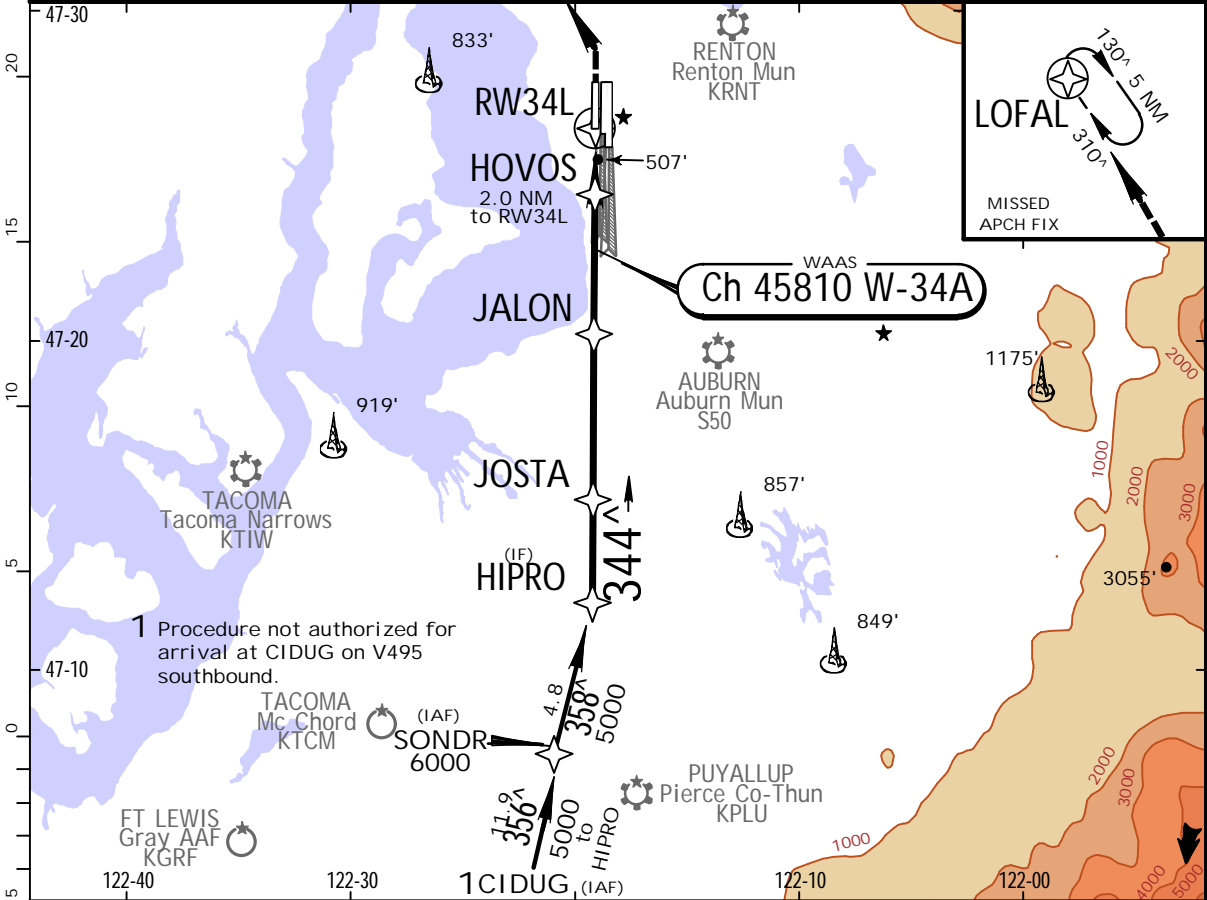
1 Not authorized during simultaneous operations.  
CHANGES: MagVar, courses, notes, minimums. | JEPPESEN, 2008, 2017. ALL RIGHTS RESERVED.

**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
6 OCT 17  
.Eff.12.Oct. (22-4)

**SEATTLE, WASH**  
RNAV (GPS) Y Rwy 34L

BRIEFING STRIP™	D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7	
	WAAS <b>Ch 45810</b> W-34A	Final Apch Crs <b>344^</b>	Minimum Alt <b>JALON</b> 2400' (2021')	LPV DA(H) <b>579'</b> (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 -6°C (22°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 (VGSI angle 3.00°/TCH 75').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	900'	5000'	D →	LOFAL
Glide Path Angle	3.00^	372	478	531	637	849	PAPI	↑	LT ↙		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW34L											

TERPS AMEND 1C 12 OCT 2017	.TERPS.						CIRCLE-TO-LAND	
	LPV, DA(H) 579' (200')		STRAIGHT-IN LANDING RWY 34L, LNAV/VNAV, DA(H) 808' (429')		1 LNAV, MDA(H) 860' (481')		Max Kts	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		90	1000' (567') -1
	A	2					120	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 3/8	RVR 24 or 1/2	RVR 55 or 1 1/4	140	1000' (567') -1 1/2
C					RVR 55 or 1 1/4	1 3/8	165	1000' (567') -2
D								

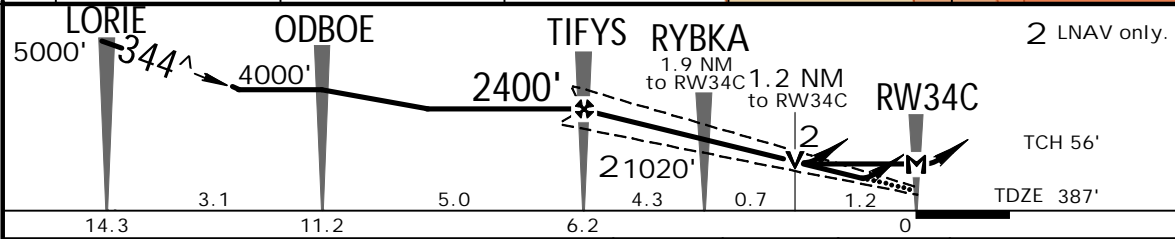
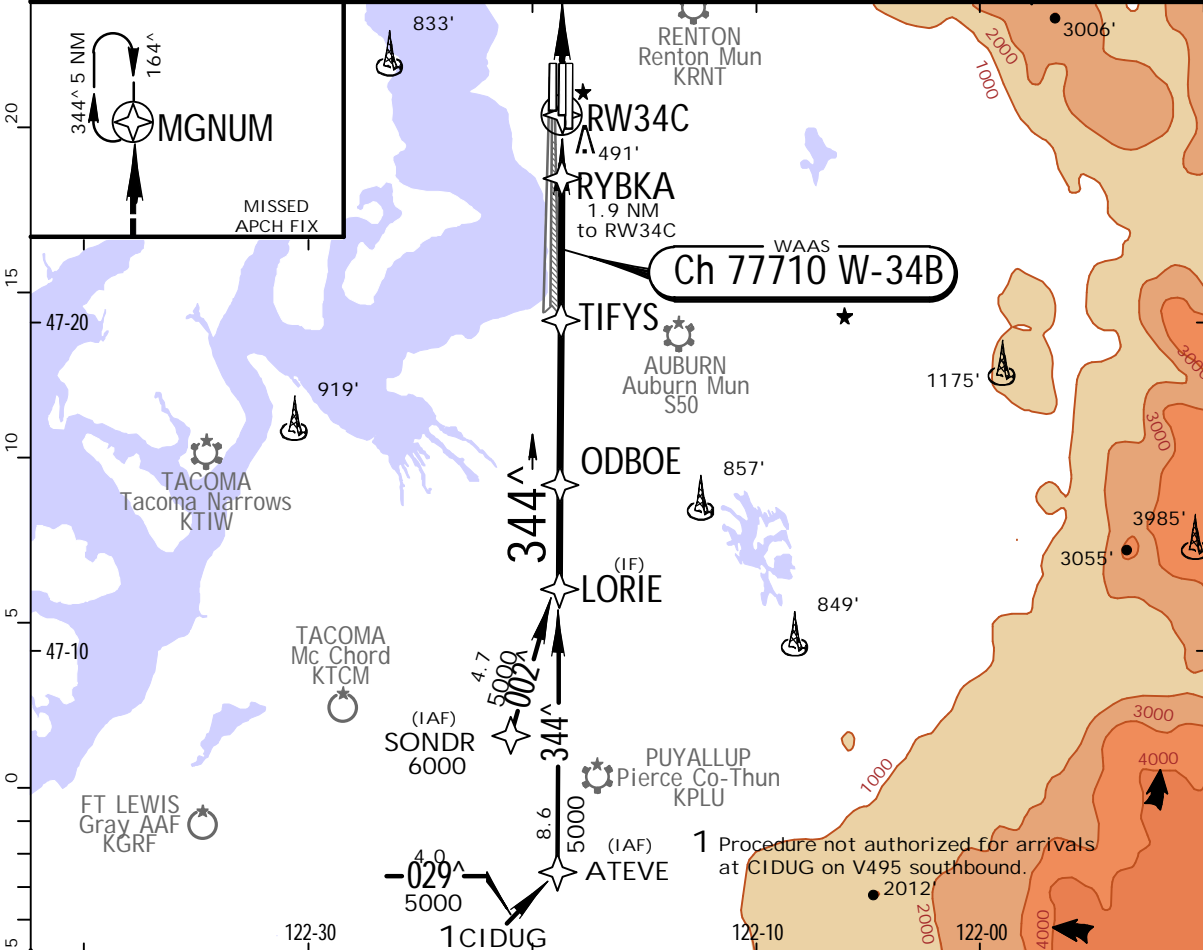
1 Not authorized during simultaneous operations.  
2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

**KSEA/SEA**  
-TACOMA INTL

**JEPPesen**  
15 JUN 18 (22-5)

**SEATTLE, WASH**  
**RNAV (GPS) Y Rwy 34C**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS <b>Ch 77710</b> W-34B	Final Apch Crs <b>344<sup>^</sup></b>	Minimum Alt TIFYS <b>2400'</b> (2013')	LPV DA(H) <b>610'</b> (223')	Apt Elev 432' TDZE 387'
MISSED APCH: Climb to 5000' direct MGNM and hold, continue climb-in-hold to 5000'.				6400
Alt Set: INCHES		Trans level: FL 180		
RNP APCH		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 34L. 3. Use of FD or AP providing RNAV track guidance required during simultaneous operations. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 75').				MSA RW34C



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000'	D → MGNM
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW34C								

TERPS AMEND 2D 21 JUN 2018	. TERPS.		STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND	
	DA(H) 610' (223')	RAIL/ALS out	DA(H) 839' (452')	RAIL/ALS out	MDA(H) 880' (493')	RAIL/ALS out	Max Kts	MDA(H)
	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1	90	1000' (568') -1
					RVR 55 or 1/4	1 3/4	140	1000' (568') -1 1/2
						165	1000' (568') -2	

1 Not authorized during simultaneous operations. CHANGES: Notes, minimums. | JEPPesen, 2001, 2018. ALL RIGHTS RESERVED.

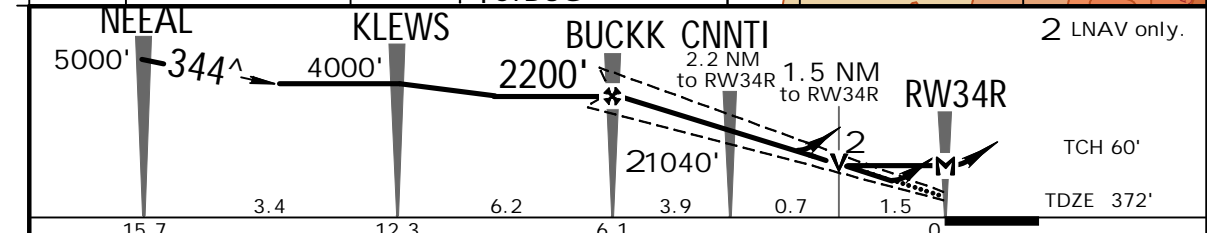
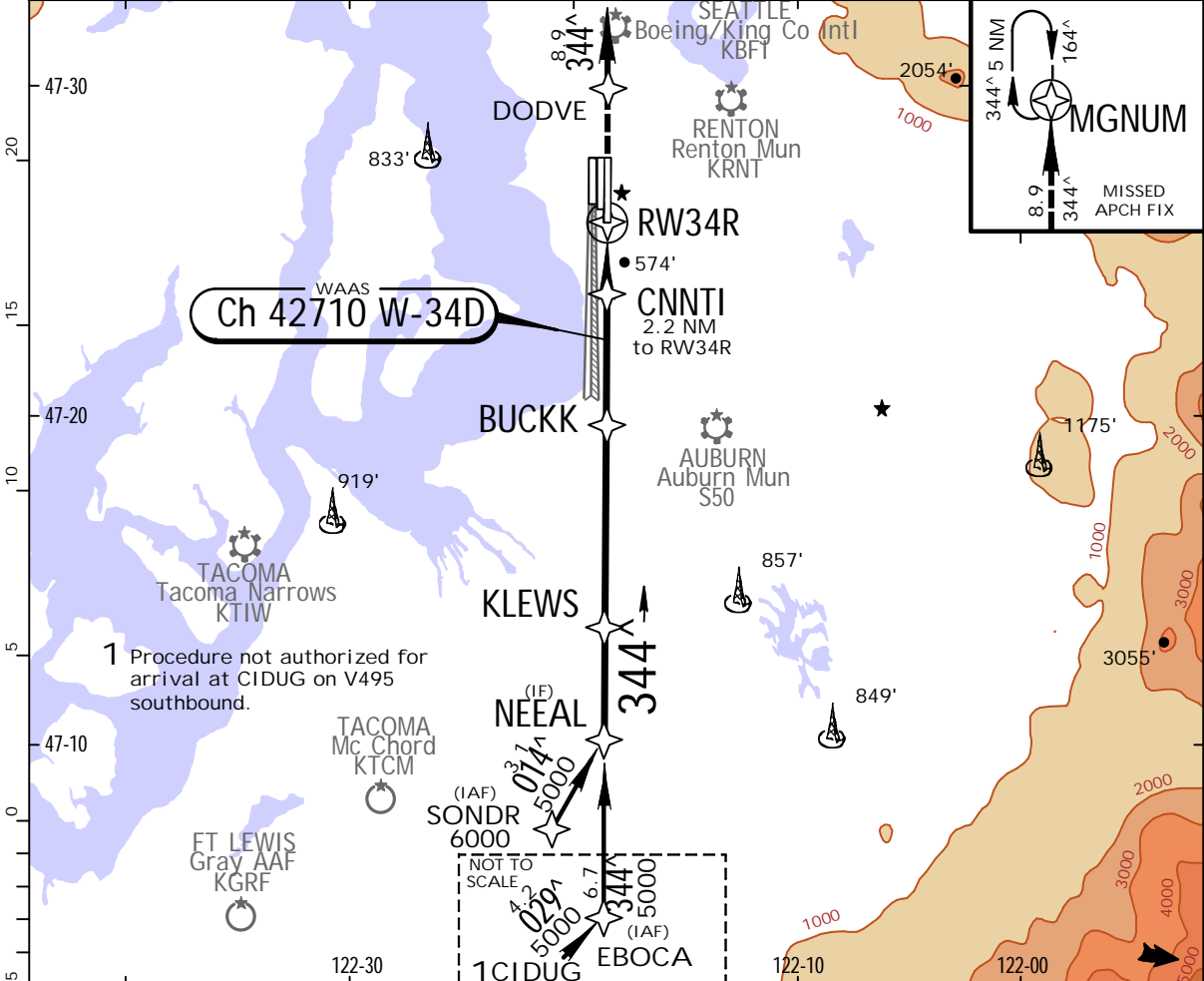
**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
15 JUN 18 **(22-6)**

**SEATTLE, WASH**  
**RNAV (GPS) Y Rwy 34R**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS <b>Ch 42710</b> W-34D	Final Apch Crs <b>344^</b>	Minimum Alt <b>BUCKK</b> 2200' (1828')	LPV DA(H) <b>572'</b> (200')	Apt Elev 433' TDZE 372'
MISSED APCH: Climb to 3000' direct DODVE then climb to 5000' on track 344^ to MGNUM and hold, continue climb-in-hold to 5000'.				MSA RW34R 6400

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 -6°C (22°F) or above 54°C (130°F). 3. Use of FD or AP providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized with Rwy 34L. 5. VGSI and RNAV glidepath not coincident (VGSI angle 2.75^/TCH 83').



Gnd speed-Kts	70	90	100	120	140	160	MALSRS	3000'	D	DODVE
Glide Path Angle	2.75^	340	438	486	584	681	PAPI			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW34R										

TERPS	LPV		STRAIGHT-IN LANDING RWY 34R				1 LNAV		CIRCLE-TO-LAND	
	DA(H)	572' (200')	DA(H)	915' (543')	DA(H)	840' (468')	Max Kts	MDA(H)		
	RAIL/ALS OUT		RAIL/ALS OUT		RAIL/ALS OUT		90	1000' (567') -1		
	A	2					120	1000' (567') -1 1/2		
B	RVR 24	RVR 40	1 1/2	2	RVR 24	RVR 50	140	1000' (567') -2		
C	or 1/2	or 3/4			or 1/2	or 1	165			
D					or 1	1 3/8				

TERPS AMEND 2D - 12 OCT 2017  
 1 Not authorized during simultaneous operations.  
 2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.  
 CHANGES: None. JEPPESEN, 2001, 2017. ALL RIGHTS RESERVED.

**KSEA/SEA**  
-TACOMA INTL

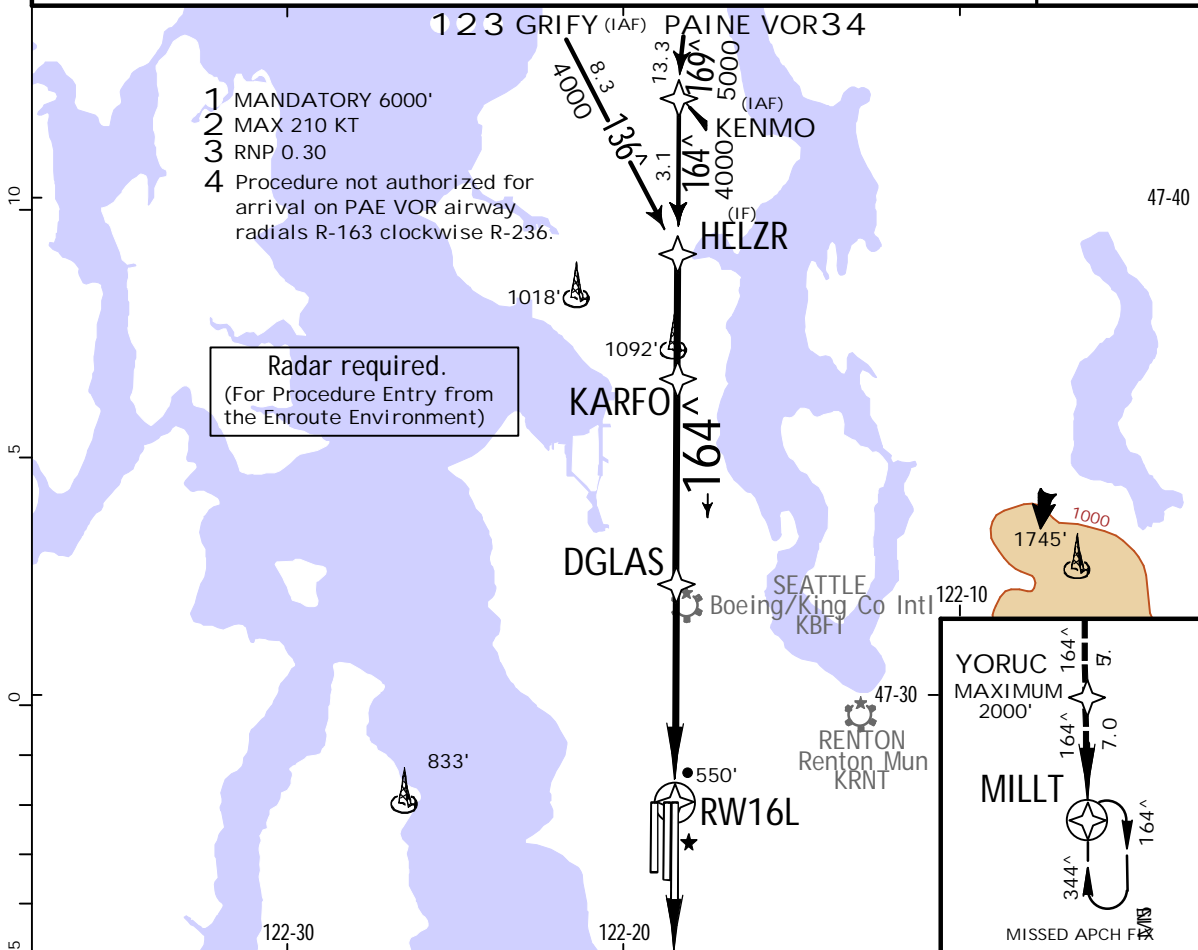


16 NOV 18

(22-20)

**SEATTLE, WASH**  
**RNAV (RNP) Z Rwy 16L**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
RNAV	Final Apch Crs 164 <sup>^</sup>	Minimum Alt DGLAS 1900' (1467')	RNP 0.30 DA(H) 842' (409')	Apt Elev 433' TDZE 433'
MISSED APCH: Climb on track 164 <sup>^</sup> to cross YORUC at or below 2000', then climb to 5000' on track 164 <sup>^</sup> to MILLT and hold, continue climb-in-hold to 5000'.				6400  MSA RW16L
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 (VGSI angle 3.0 <sup>^</sup> /TCH 79').				



TERPS AMEND 2A 12 OCT 2017	RW16L		(FAP) DGLAS	KARFO	HELZR			
	TCH 55'		1900'	3200'	4000'			
	TDZE 433'	0	4.4	4.1	8.5	2.5	11.0	
	Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' or below on 164 <sup>^</sup> trk YORUC
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at DA								

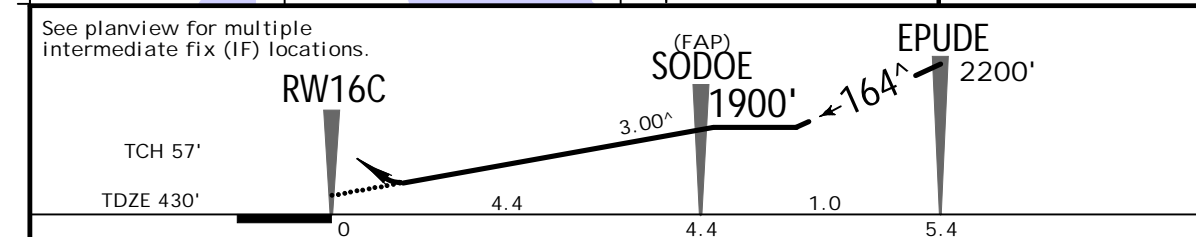
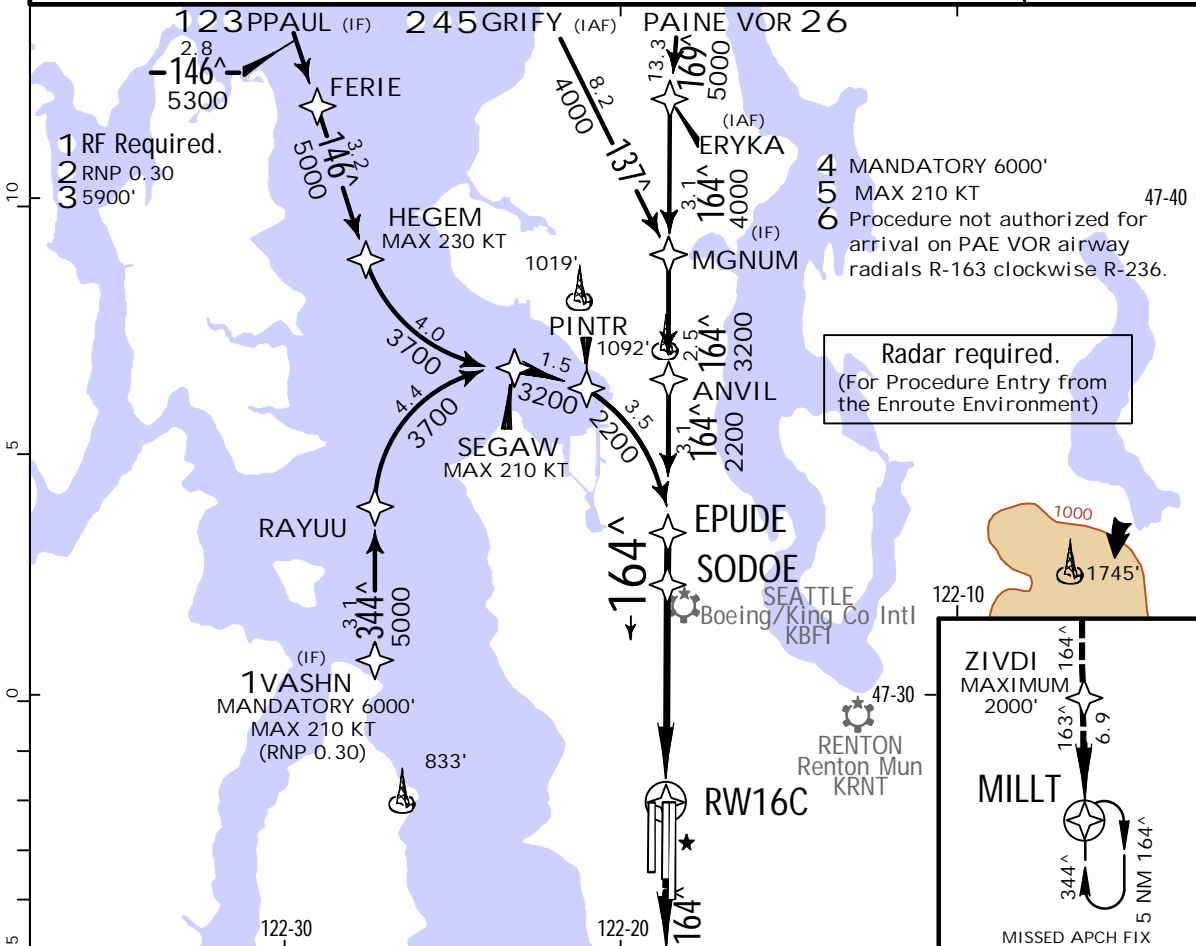
TERPS.		STRAIGHT-IN LANDING RWY 16L	
		RNP 0.30	
		DA(H) 842' (409')	
		ALS out	
A			
B			
C	RVR 45 or 7/8		1 3/8
D			

# KSEA/SEA -TACOMA INTL

16 NOV 18 **22-21**

# SEATTLE, WASH RNAV (RNP) Z Rwy 16C

D-ATIS	SEATTLE Approach (R)		SEATTLE Tower		Ground
118.0	133.65		Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	121.7
RNAV	Final Apch Crs <b>164<sup>^</sup></b>	Minimum Alt SODOE <b>1900'</b> (1470')	RNP 0.12 DA(H) <b>758'</b> (328')	Apt Elev 433' TDZE 430'	6400  MSA RW16C
MISSED APCH: Climb direct ZIVDI to cross ZIVDI at or below 2000', then climb to 5000' on track 163 <sup>^</sup> 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 (VGSI angle 3.0°/TCH 75'). 5. See 20-9A2 for Alert Notice.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000' or below	D → ZIVDI
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743			
MAP at DA									

TERPS AMEND TA 12 OCT 2017	STRAIGHT-IN LANDING RWY 16C			
	RNP 0.12 DA(H) <b>758'</b> (328')		RNP 0.30 DA(H) <b>834'</b> (404')	
	ALS out		ALS out	
	A	B	C	D
	RVR 29 or 5/8	RVR 52 or 1 1/4	RVR 43 or 7/8	1 3/8

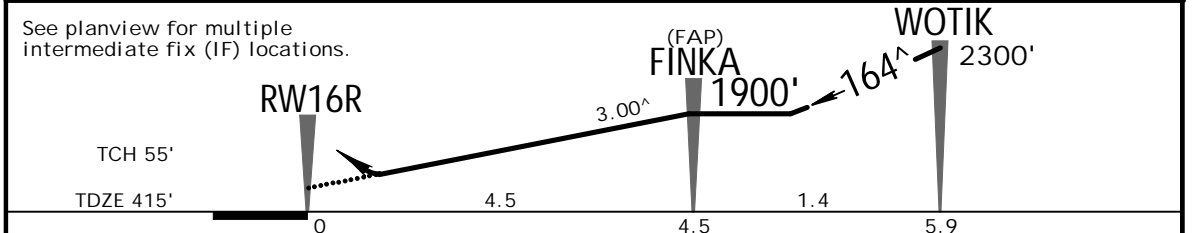
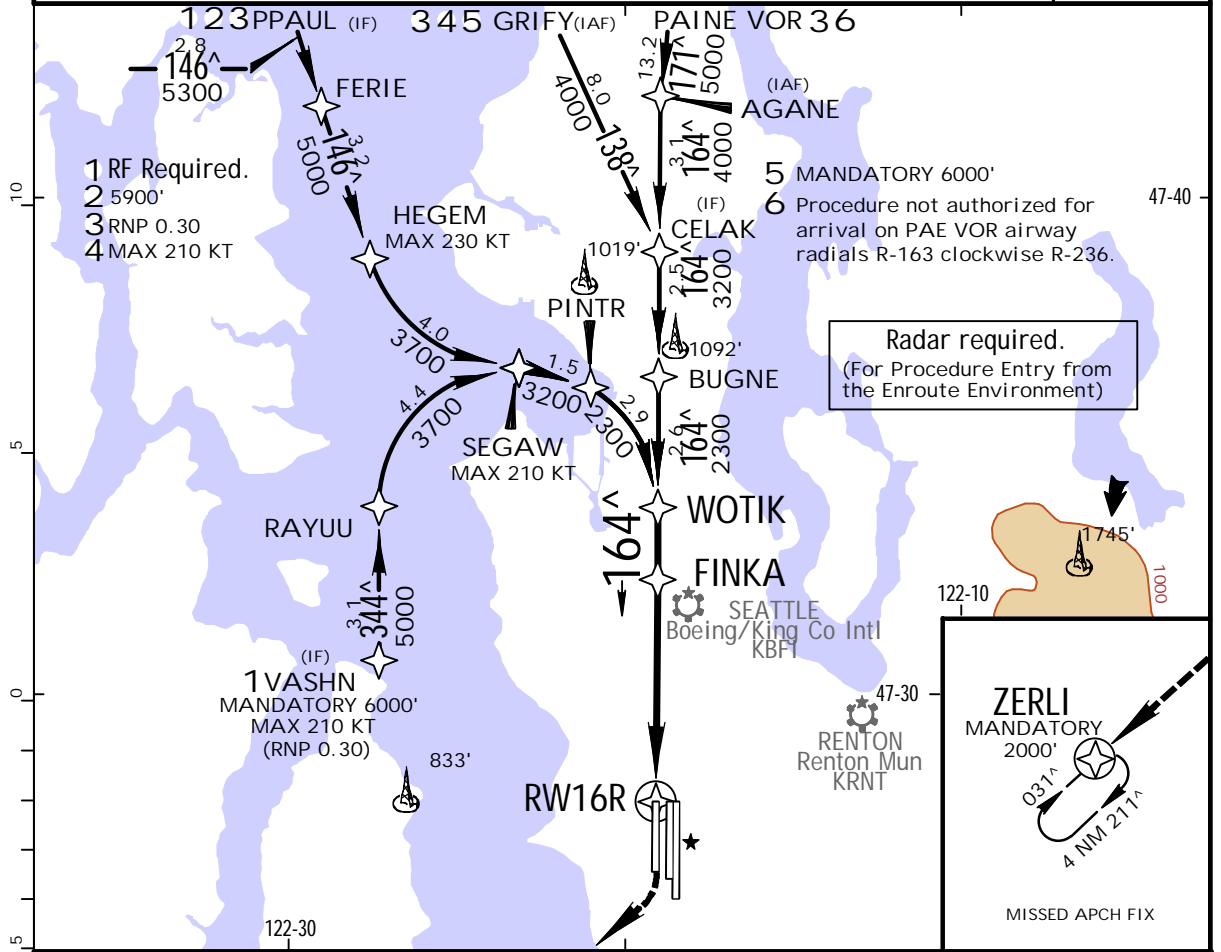


**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
6 OCT 17  
.Eff.12.Oct. (22-22)

**SEATTLE, WASH**  
**RNAV (RNP) Z Rwy 16R**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs <b>164<sup>^</sup></b>	Minimum Alt <b>FINKA 1900'</b> (1485')	RNP 0.15 DA(H) <b>770'</b> (355')
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'.			6400
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 (VGSI angle 3.0°/TCH 69').			
			MSA RW16R



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	MANDATORY 2000'	D	ZERLI
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743	PAPI	↑	RT		
MAP at DA											

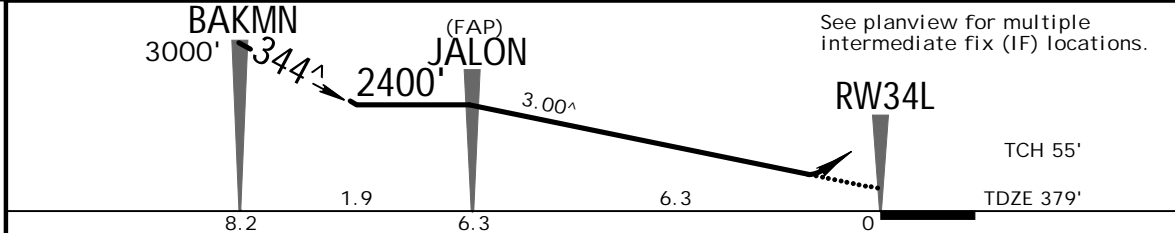
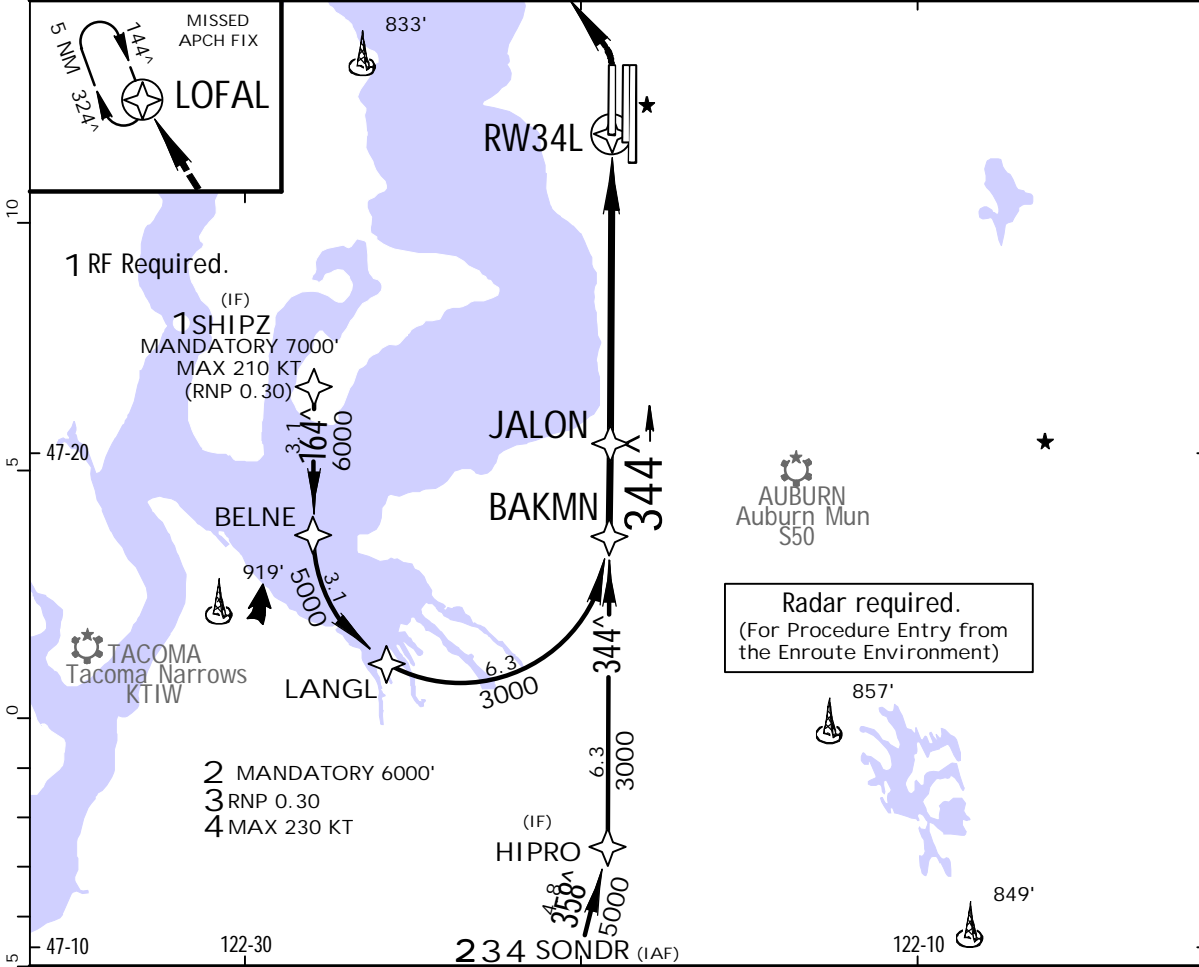
TERPS AMEND 1A 12 OCT 2017	.TERPS.		STRAIGHT-IN LANDING RWY 16R	
	RNP 0.15 DA(H) <b>770'</b> (355')		RNP 0.30 DA(H) <b>854'</b> (439')	
	ALS out		ALS out	
	A	RVR 34 or 3/4	RVR 58 or 1 1/4	RVR 50 or 1
B				
C				
D				

**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
6 OCT 17  
Eff. 12 Oct. (22-23)

**SEATTLE, WASH**  
**RNAV (RNP) Z Rwy 34L**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 344 <sup>^</sup>	Minimum Alt JALON 2400' (2021')	RNP 0.15 DA(H) 695' (316')
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.			6400
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 (VGSI angle 3.0 <sup>^</sup> /TCH 75').			
			MSA RW34L



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	900'	5000'	D	LOFAL
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743					
MAP at DA											

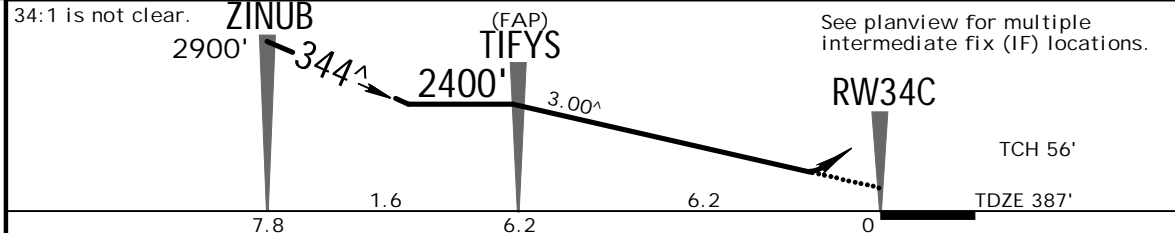
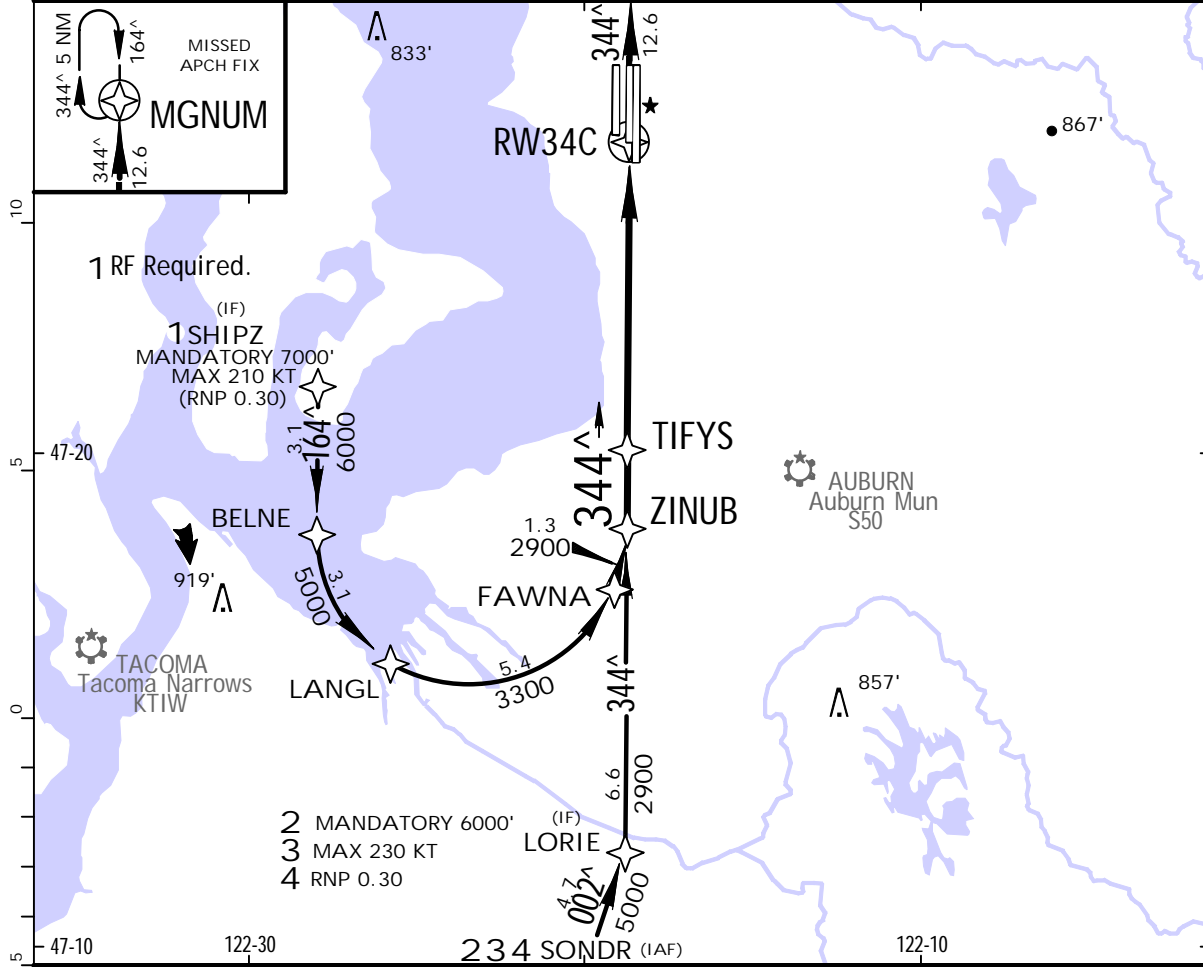
TERPS. AMEND 2A 12 OCT 2017	STRAIGHT-IN LANDING RWY 34L		RNP 0.15 DA(H) 695' (316')		RNP 0.30 DA(H) 787' (408')	
			RAIL/ALS out		RAIL/ALS out	
	A	RVR 24 or 1/2				
	B	RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1	
C				1 3/8		
D						

**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
14 JUN 19  
Eff. 20 Jun. (22-24)

**SEATTLE, WASH**  
**RNAV (RNP) Z Rwy 34C**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 344 <sup>^</sup>	Minimum Alt TIFYS 2400' (2013')	RNP 0.30 DA(H) 829' (442')
MISSED APCH: Climb to 5000' on track 344 <sup>^</sup> to MGNM and hold, continue climb-in-hold to 5000'.			6400  MSA RW34C
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
RNP AR Apch			
1. AUTHORIZATION REQUIRED 2. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C or above 54°C. 3 Simultaneous approach authorized except arrivals at SHIPZ. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.0 <sup>^</sup> /TCH 73').			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' on 344 <sup>^</sup> MGNM	
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
MAP at DA								

**.TERPS.** STRAIGHT-IN LANDING RWY 34C  
RNP 0.30  
DA(H) 829' (442')

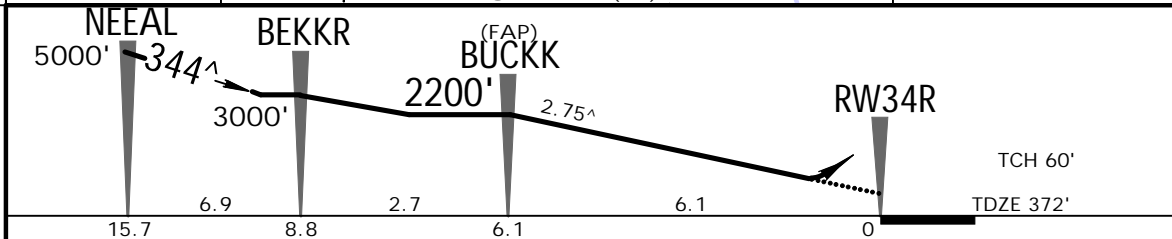
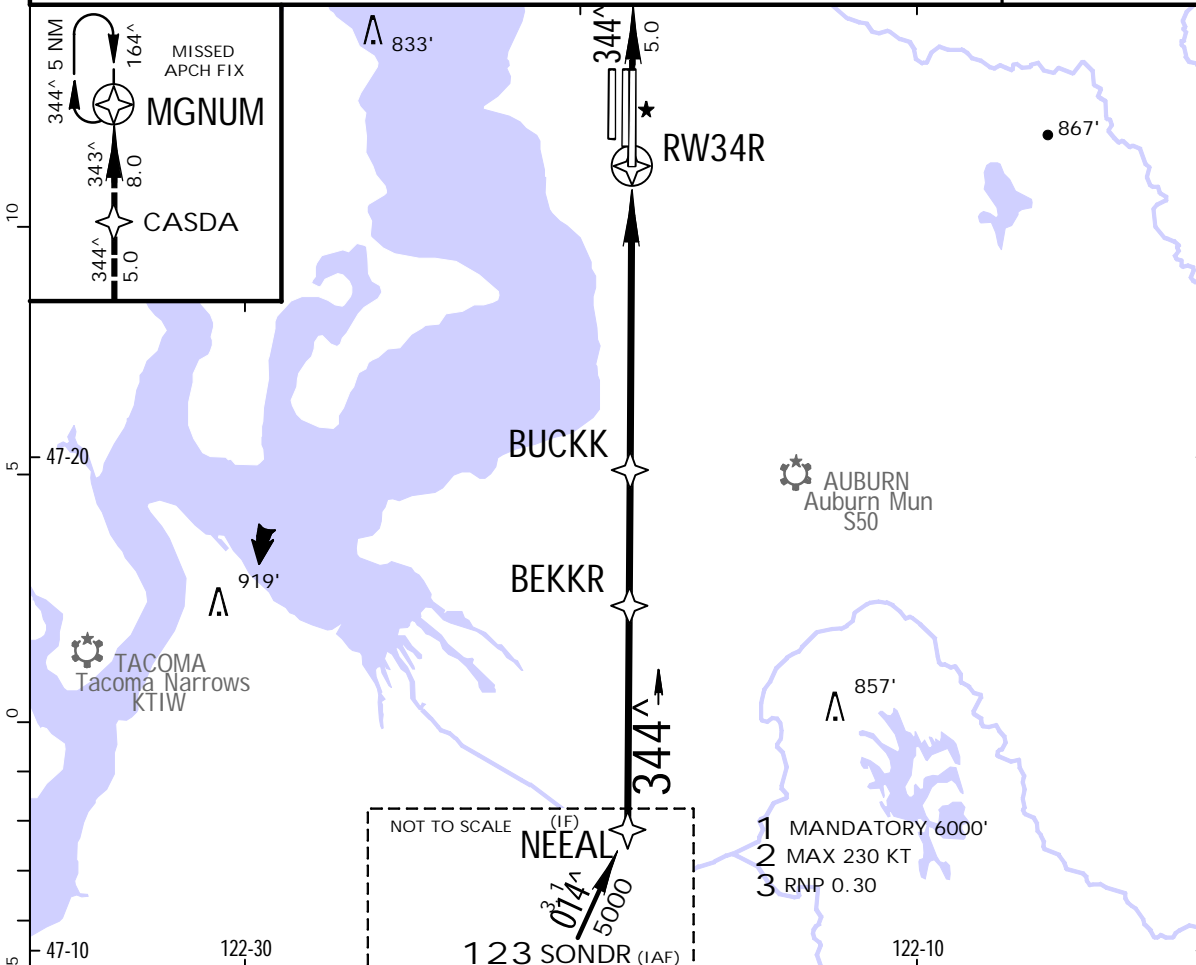
RAIL/ALS out	
A	
B	RVR 50 or 1
C	1 1/2
D	

**KSEA/SEA**  
-TACOMA INTL

**JEPPESEN**  
14 JUN 19  
Eff. 20 Jun. (22-25)

**SEATTLE, WASH**  
**RNAV (RNP) Z Rwy 34R**

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 344 <sup>^</sup>	Minimum Alt BUCKK 2200' (1828')	RNP 0.28 DA(H) 867' (495')
MISSED APCH: Climb to 5000' on track 344 <sup>^</sup> to CASDA and on track 343 <sup>^</sup> to MGNUM and hold, continue climb-in-hold to 5000'.			6400  MSA RW34R
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
RNP AR Apch			
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C or above 54°C. 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous approaches. 5. VGSI and RNAV glidepath not coincident (VGSI angle 2.75 <sup>^</sup> /TCH 81 <sup>'</sup> ).			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000' ↑ on 344 <sup>^</sup>	CASDA
Glide Path Angle	2.75 <sup>^</sup>	340	438	486	584	681			
MAP at DA									

TERPS.	STRAIGHT-IN LANDING RWY 34R	
	RNP 0.28 DA(H) 867' (495')	RNP 0.30 DA(H) 880' (508')
	RAIL/ALS out	RAIL/ALS out

A		
B	RVR 50 or 1	1 <sup>3</sup> / <sub>8</sub>
C		1 <sup>1</sup> / <sub>2</sub>
D		

KSEA/SEA



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

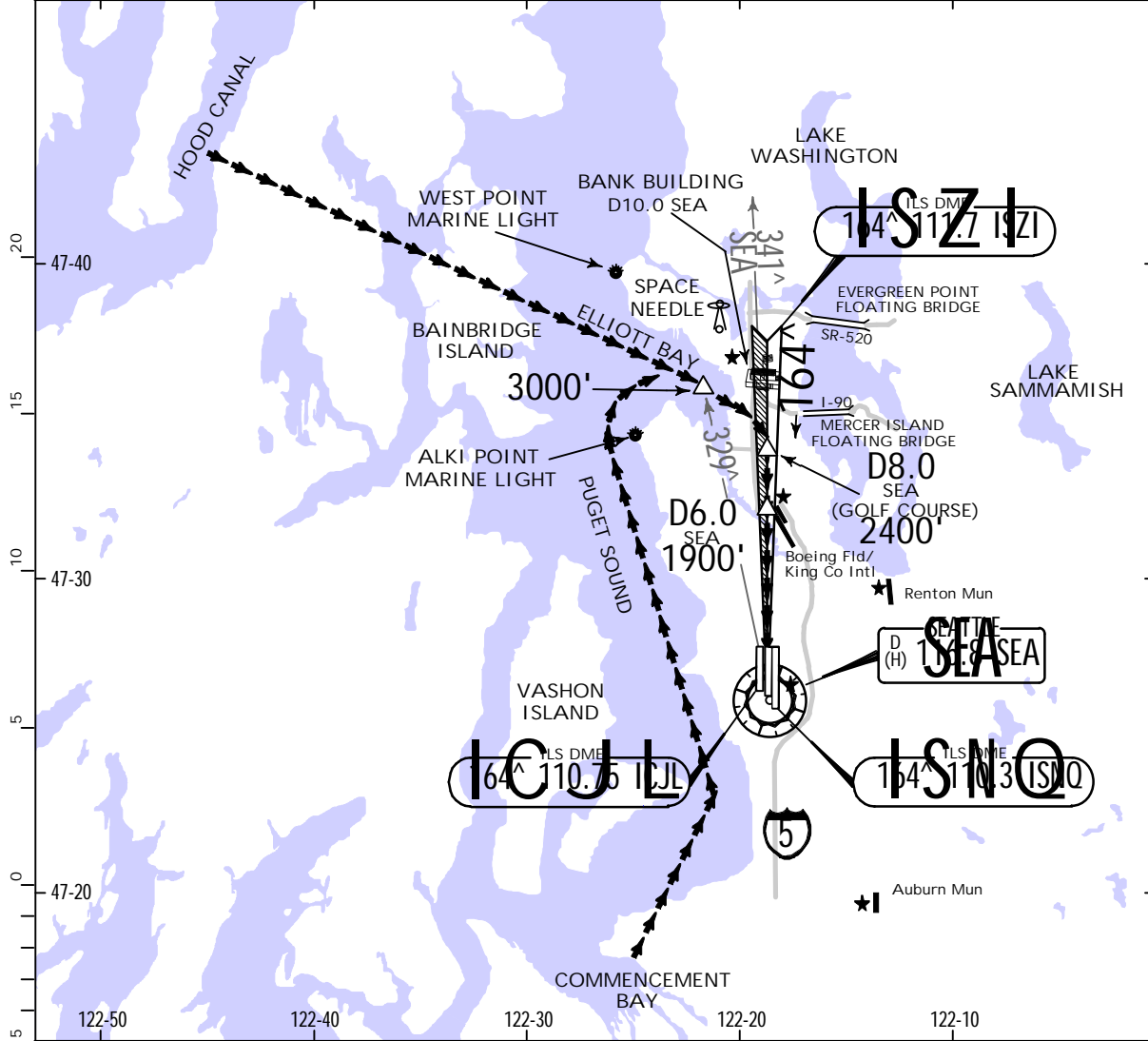
-TACOMA INTL

29 MAY 20

29-1

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 164 <sup>^</sup>	No FAF	Ceil-Vis 3100'-4	Apt Elev 433'		<p>MSA SEA VOR</p>
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<sup>^</sup>), LOC ISZI (GS 3.00<sup>^</sup>), LOC ISNQ (GS 3.00<sup>^</sup>). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A2 for Alert Notice.



	Lighting - Refer to Airport Chart
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**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

KSEA/SEA



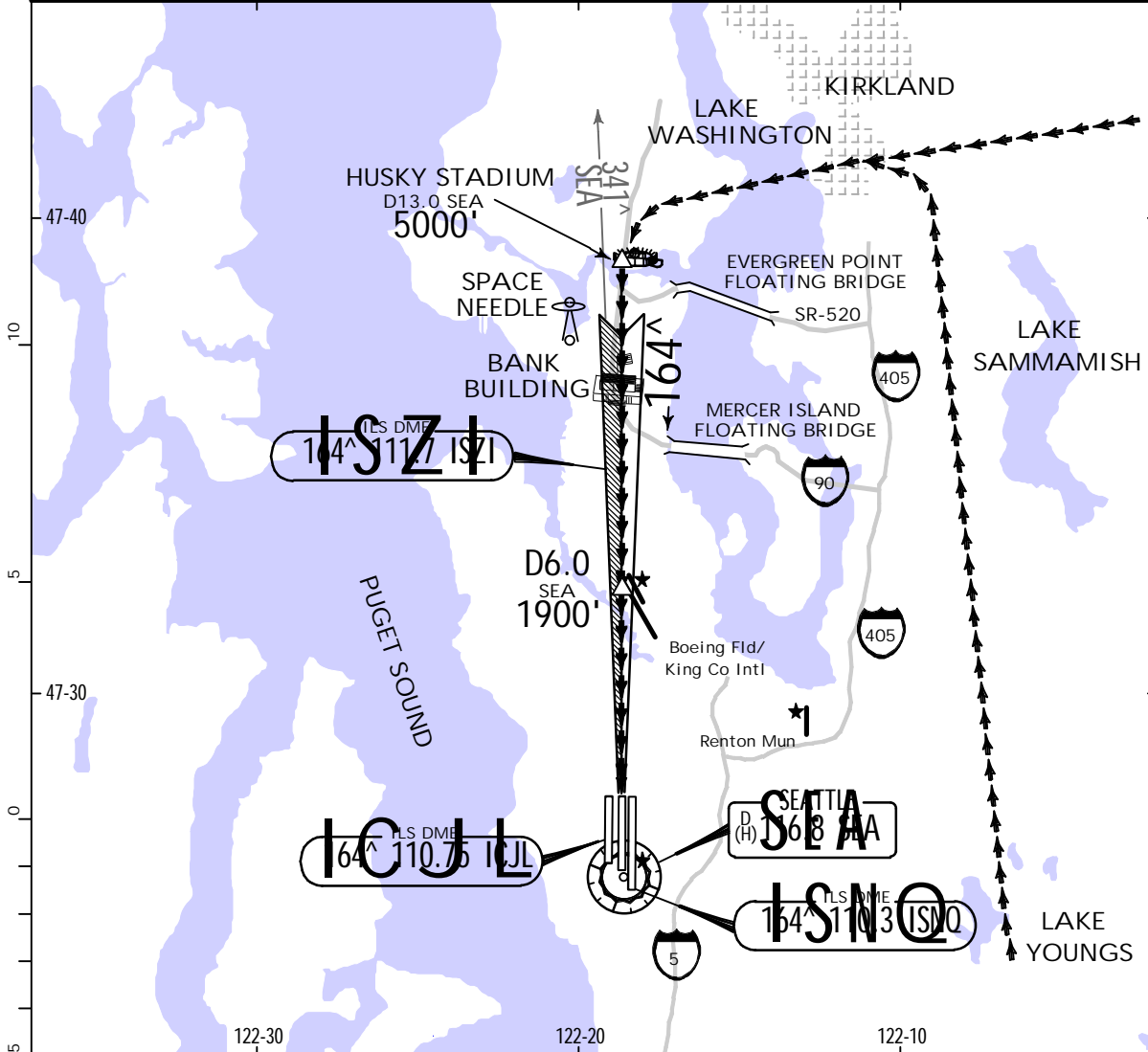
SEATTLE, WASH  
 HUSKY VISUAL APPROACH  
 Rwy 16R/C/L

-TACOMA INTL

29 MAY 20

29-2

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 164 <sup>^</sup>	No FAF	Ceil-Vis 5000' -4	Apt Elev 433'
MISSED APCH: No missed approach procedure.				<p>MSA SEA VOR</p>
Alt Set: INCHES		Trans level: FL 180		
Trans alt: 18000'				
1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00 <sup>^</sup> ), LOC ISZI (GS 3.00 <sup>^</sup> ), LOC ISNQ (GS 3.00 <sup>^</sup> ). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A2 for Alert Notice.				



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



KSEA/SEA



SEATTLE, WASH  
MALL VISUAL APPROACH  
Rwy 34R/C/L

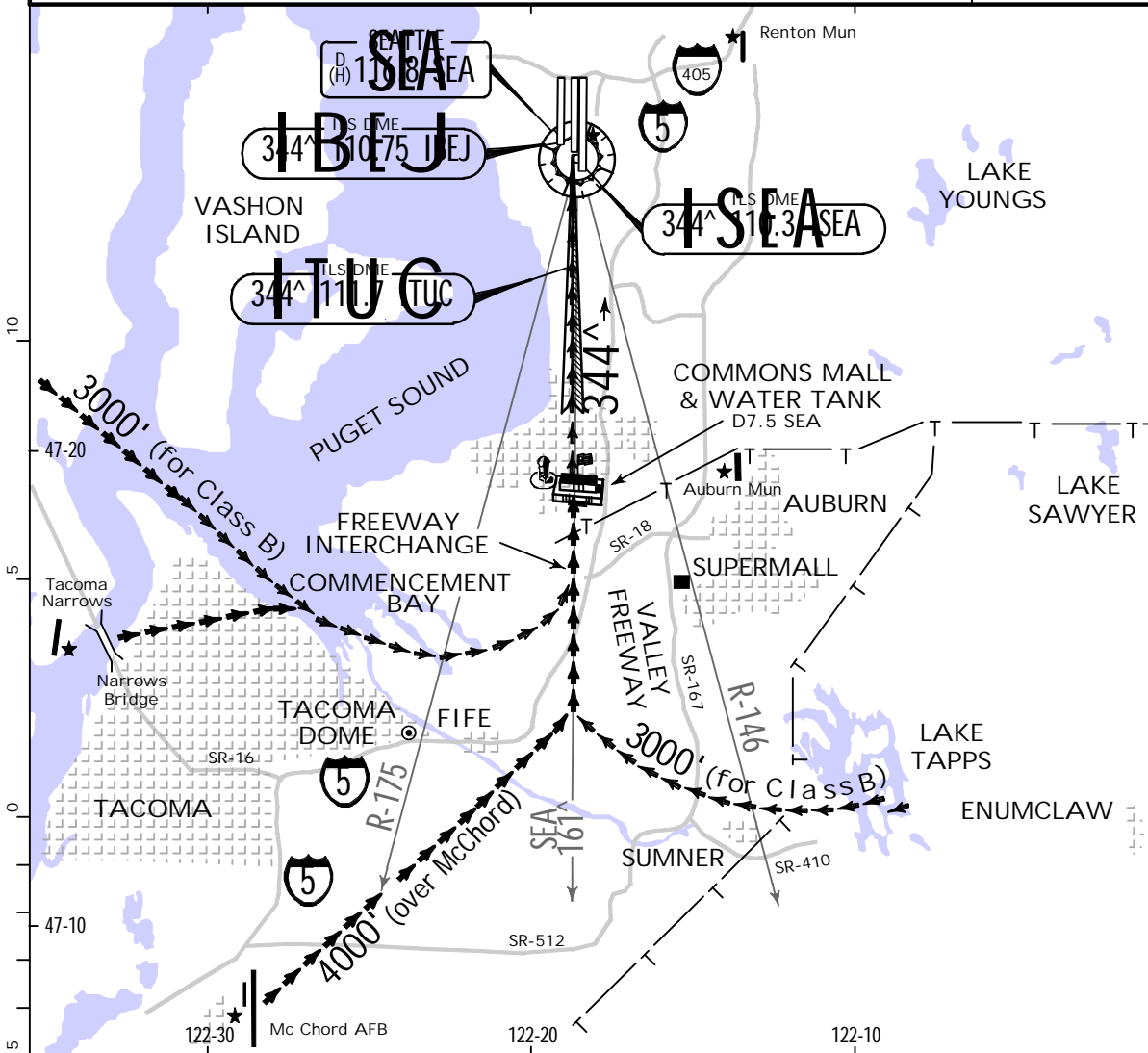
-TACOMA INTL

3 MAY 19

(29-3)

BRIEFING STRIP™

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 344 <sup>^</sup>	No FAF	CEIL-VIS 3100'-7	Apt Elev 433'
MISSED APCH: No missed approach procedure.				
Alt Set: INCHES		Trans level: FL 180		
1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC IBEJ (GS 3.00 <sup>^</sup> ), LOC ISEA (GS 2.75 <sup>^</sup> ), LOC ITUC (GS 3.00 <sup>^</sup> ).				



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

### Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**SEATTLE, WA (SEATTLE-TACOMA INTL - KSEA)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KSEA

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(21-4) (21-4A) (21-4B) Update PAR date to AMEND 1F 26 APR 2018

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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