

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KSEA

Terminal Charts For KSEA

Revision Letter For Cycle 18-2019

Change Notices

Notebook

General Information

Location: SEATTLE WA USA
ICAO/IATA: KSEA / SEA
Lat/Long: N47° 27.0', W122° 18.7'
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: 1414 Z
Sunset: 0142 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: 11900 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: 11900 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 372 ft
Lighting: Edge, ALS, Centerline, TDZ

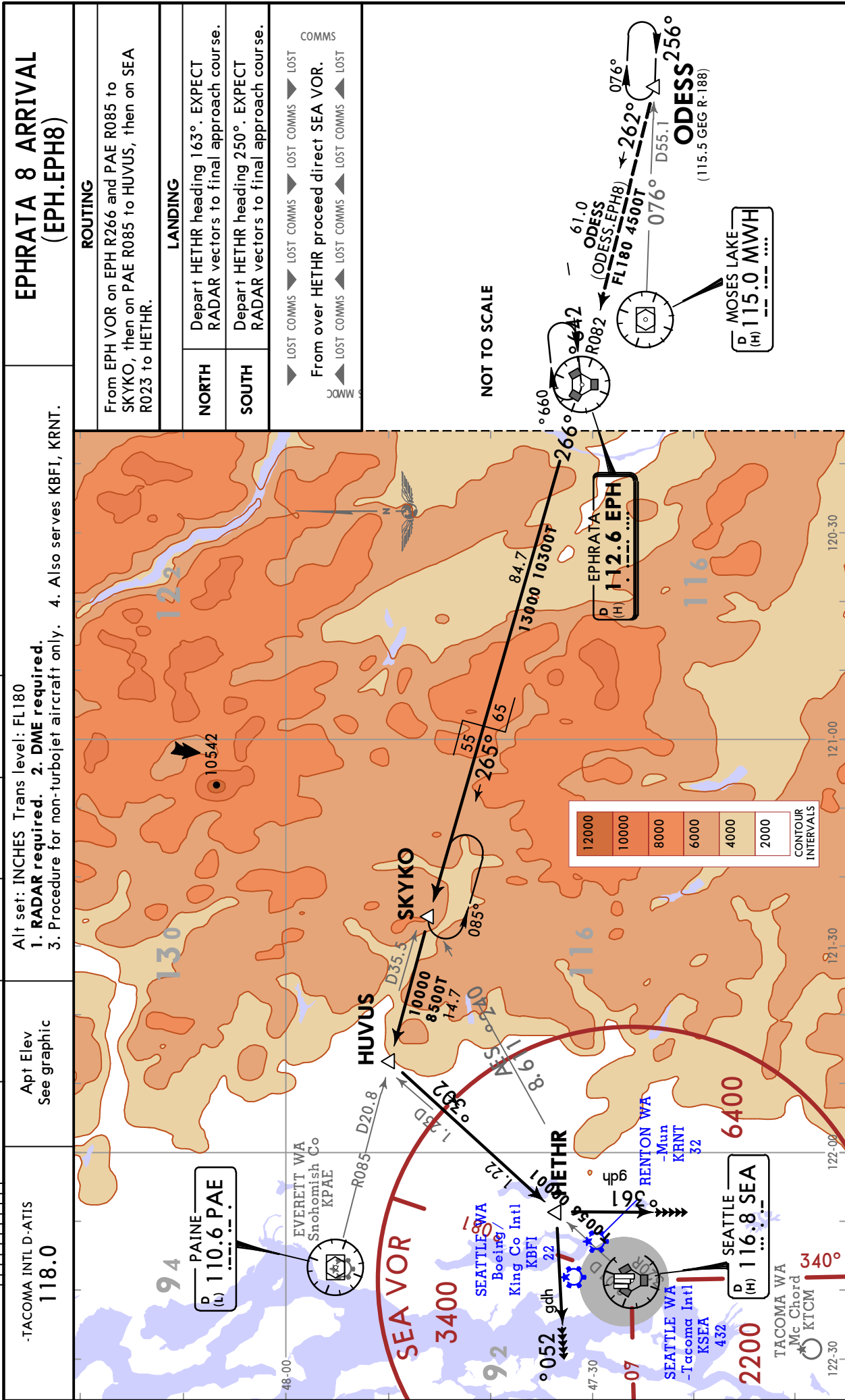
Communication Information

ATIS: 118.000
Seattle Tower: 120.950
Seattle Tower: 119.900
Seattle Ground: 121.700
Seattle Ramp/Taxi: 122.275
Seattle Ramp/Taxi: 126.250
Seattle Ramp/Taxi: 126.875
Seattle Clearance Delivery: 128.000
Seattle Approach: 123.900 Secondary
Seattle Approach: 125.600
Seattle Approach: 125.900 (76°-160°)
Seattle Approach: 126.500 (161°-198°)
Seattle Approach: 133.650 Initial Contact
Seattle Approach: 120.100 (199°-300°)
Seattle Approach: 120.400 (301°-340°)
Seattle Terminal Control Area: 119.200 (76°-160°)
Seattle Terminal Control Area: 120.100 (199°-300°)
Seattle Terminal Control Area: 120.400 (301°-340°)
Seattle Terminal Control Area: 125.900 (76°-160°)
Seattle Terminal Control Area: 126.500 (161°-198°)
Seattle Departure: 119.200
Seattle Departure: 120.100 (199°-300°)
Seattle Departure: 120.400 (301°-340°)
Seattle Departure: 123.900 Secondary
Seattle Departure: 125.600
Seattle Departure: 125.900 (76°-160°)
Seattle Departure: 126.500 (161°-198°)
Seattle UNICOM: 122.950

**KSEA/SEA
-TACOMA INTL**

JEPPESSEN
2 NOV 18 **(20-2A)**

SEATTLE, WASH
STAR



CHANGES: Airport elevation.

CHANGES: Procedure renumbered, revised.

D-ATIS
118.0

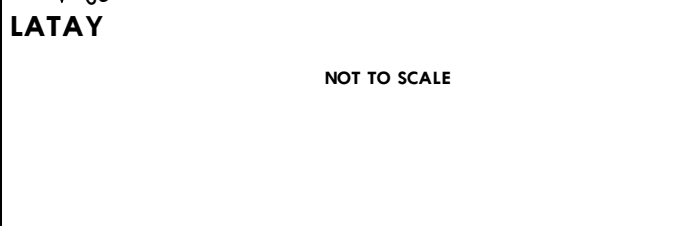
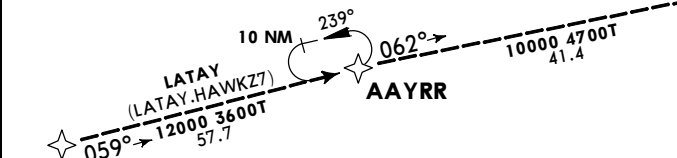
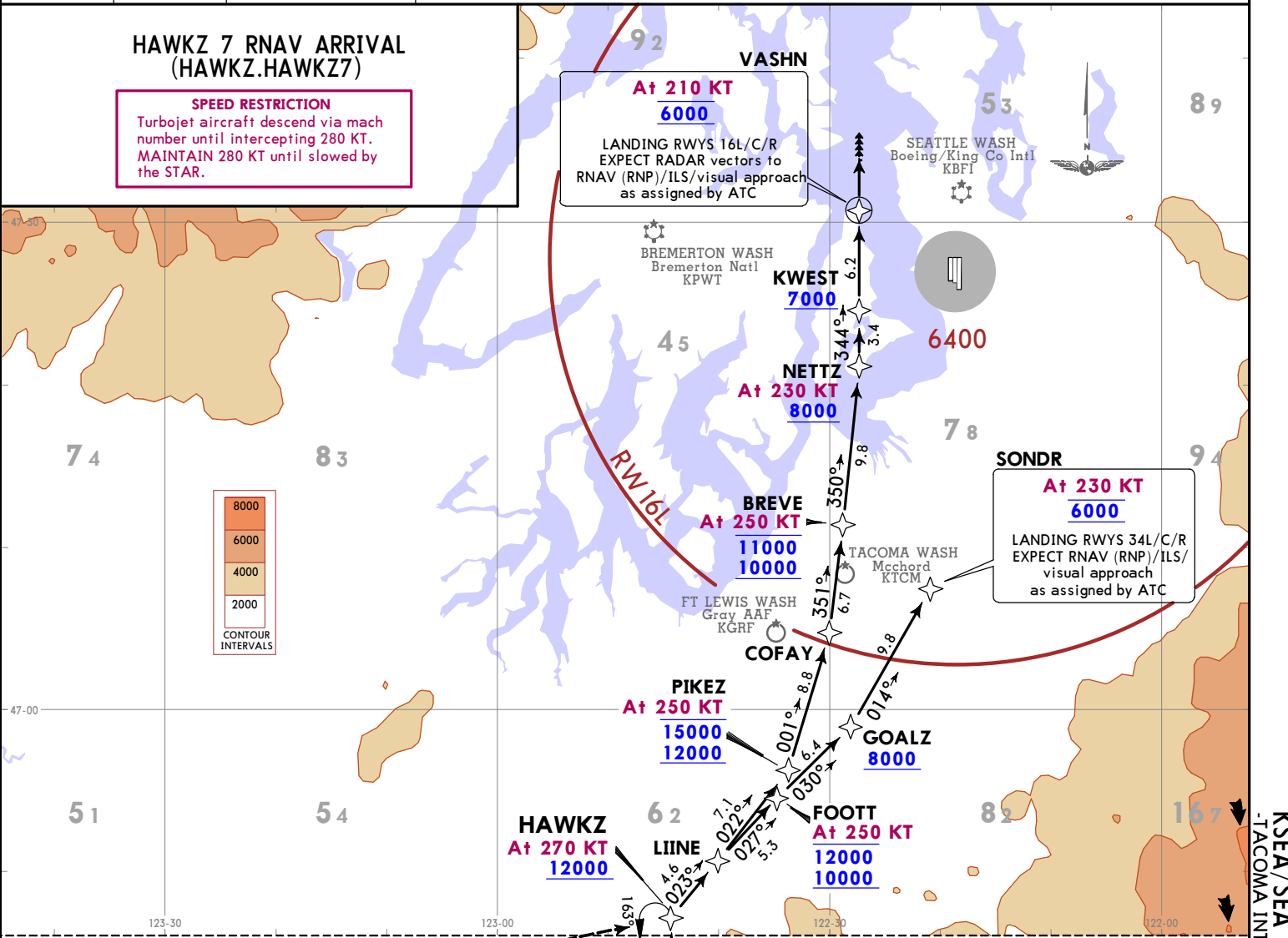
Apt Elev
432

Alt Set: INCHES
Trans level: FL180

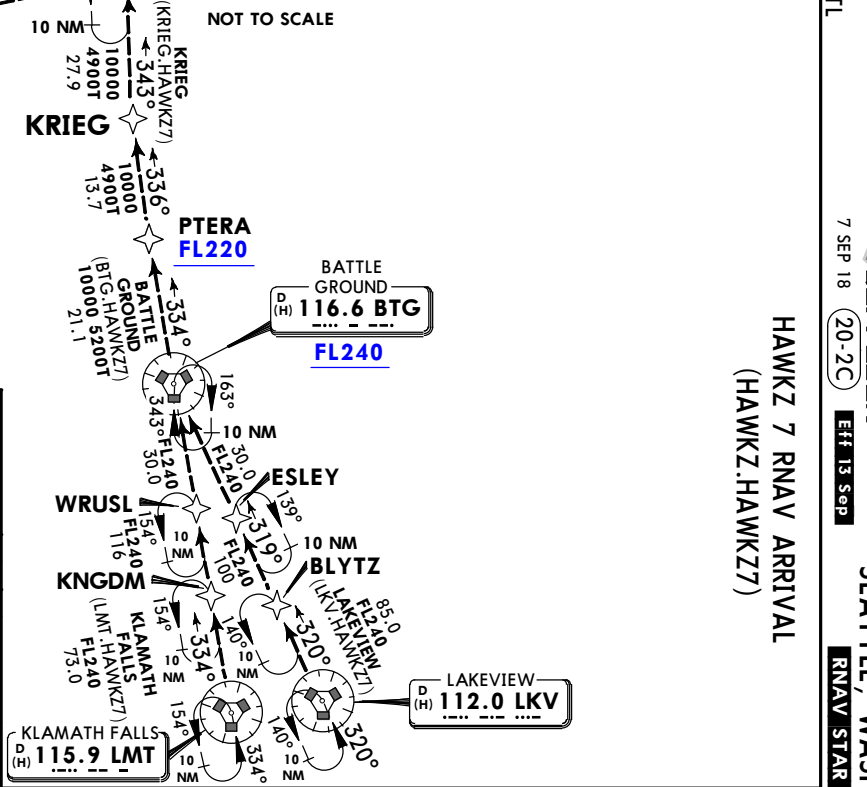
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. For non-RNP aircraft landing Rwy 16L/C/R, EXPECT RADAR vectors to final approach course prior to VASHN.

HAWKZ 7 RNAV ARRIVAL (HAWKZ.HAWKZ7)

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



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.



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

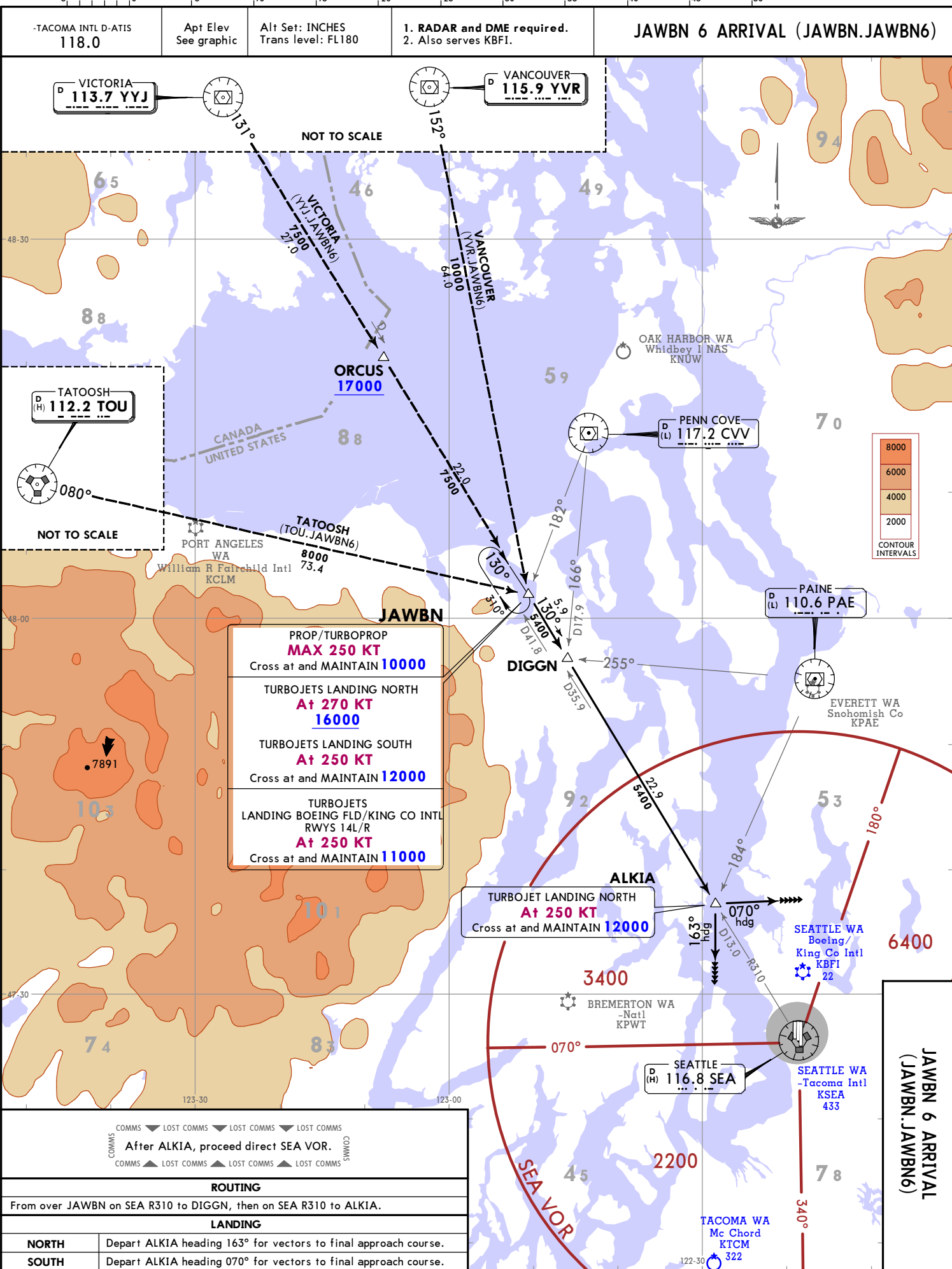
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ROUTING	
From HAWKZ on track 023° to LIINE.	
RWY	LANDING
16L/C/R	From LIINE on track 022° to PIKEZ, then on track 001° to COFAY, then on track 351° to BREVE, then on track 350° to NETTZ, then on track 344° to KWEST, then on track 344° to VASHN, then 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.

JEPPESEN
 7 SEP 18 20-2C Eff 13 Sep
 SEATTLE, WASH
 RNAV STAR

CHANGES: Procedure renumbered, Boeing FLD/King Co Intl rtwys.

KSEA/SEA
-TACOMA INTL

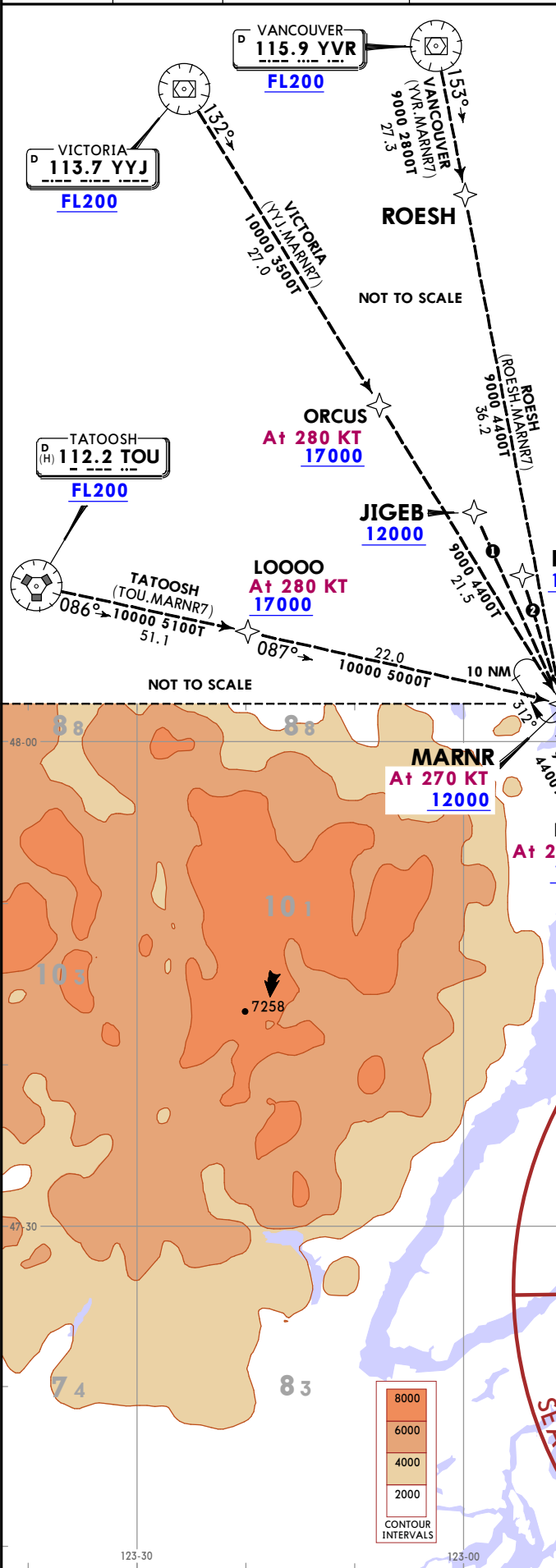


26 JAN 18 (20-2D) Eff 1 Feb
JEPPESEN SEATTLE, WASH
STAR

CHANGES: None

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.

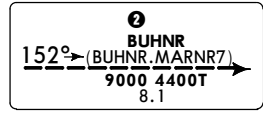
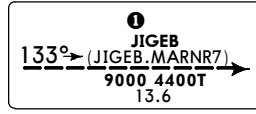


MARNR 7 RNAV ARRIVAL (MARNR.MARNR7)

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.
 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

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°.



GRIFY
 A+ 210 KT
 6000
 EXPECT assigned instrument approach prior to GRIFY

MARNR 7 RNAV ARRIVAL (MARNR.MARNR7)

KSEA/SEA
 -TACOMA INTL

26 JAN 18 20-2E Eff 1 Feb
 JEPPESEN SEATTLE, WASH
 RNAV STAR

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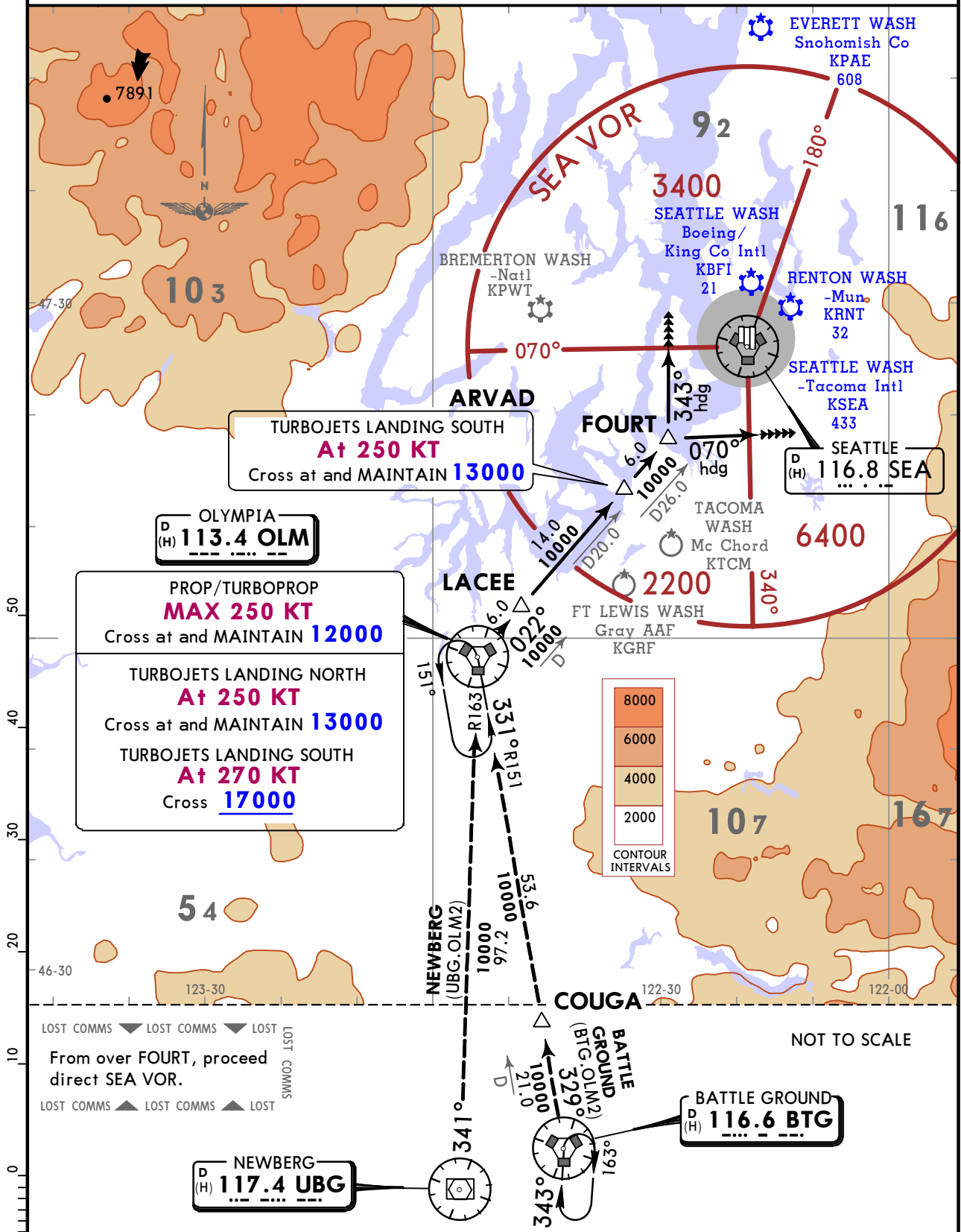
KSEA/SEA
-TACOMA INTL

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

SEATTLE, WASH
STAR

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 1. RADAR and DME required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves KBFI, KPAE, KRNT.
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OLYMPIA 2 ARRIVAL (OLM.OLM2)



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

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

CHANGES: Amend:

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: HQM 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)

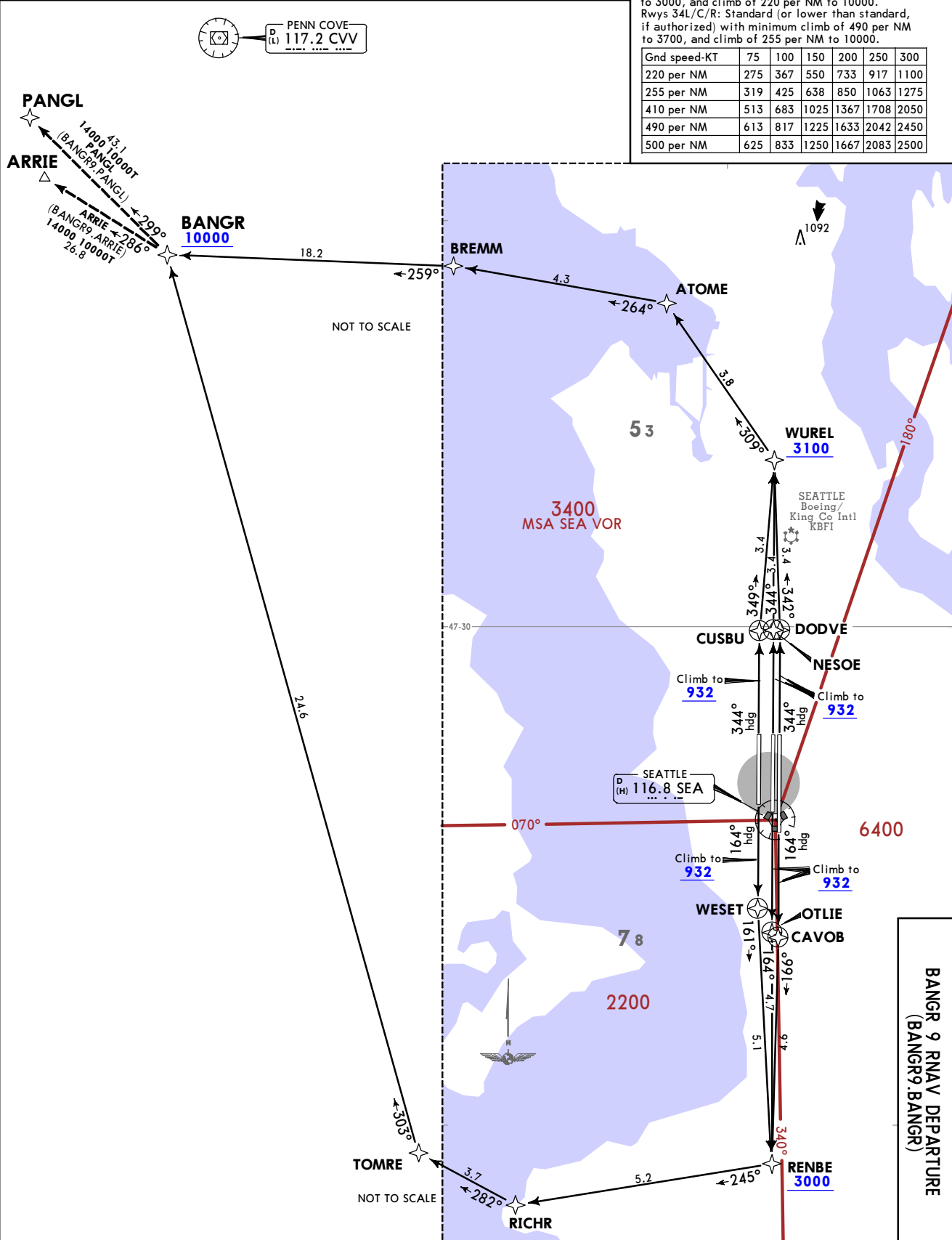
RWY	INITIAL CLIMB	TOP ALTITUDE
16L	Climb heading 164° to at or above 932, then direct CAVOB, then on track 166° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000.	Assigned by ATC
16C	Climb heading 164° to at or above 932, then direct OTLIE, then on track 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.



JEPPESEN SEATTLE, WASH
RNAV SID
 13 JUL 18 (20-3C) Eff 19 Jul

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.

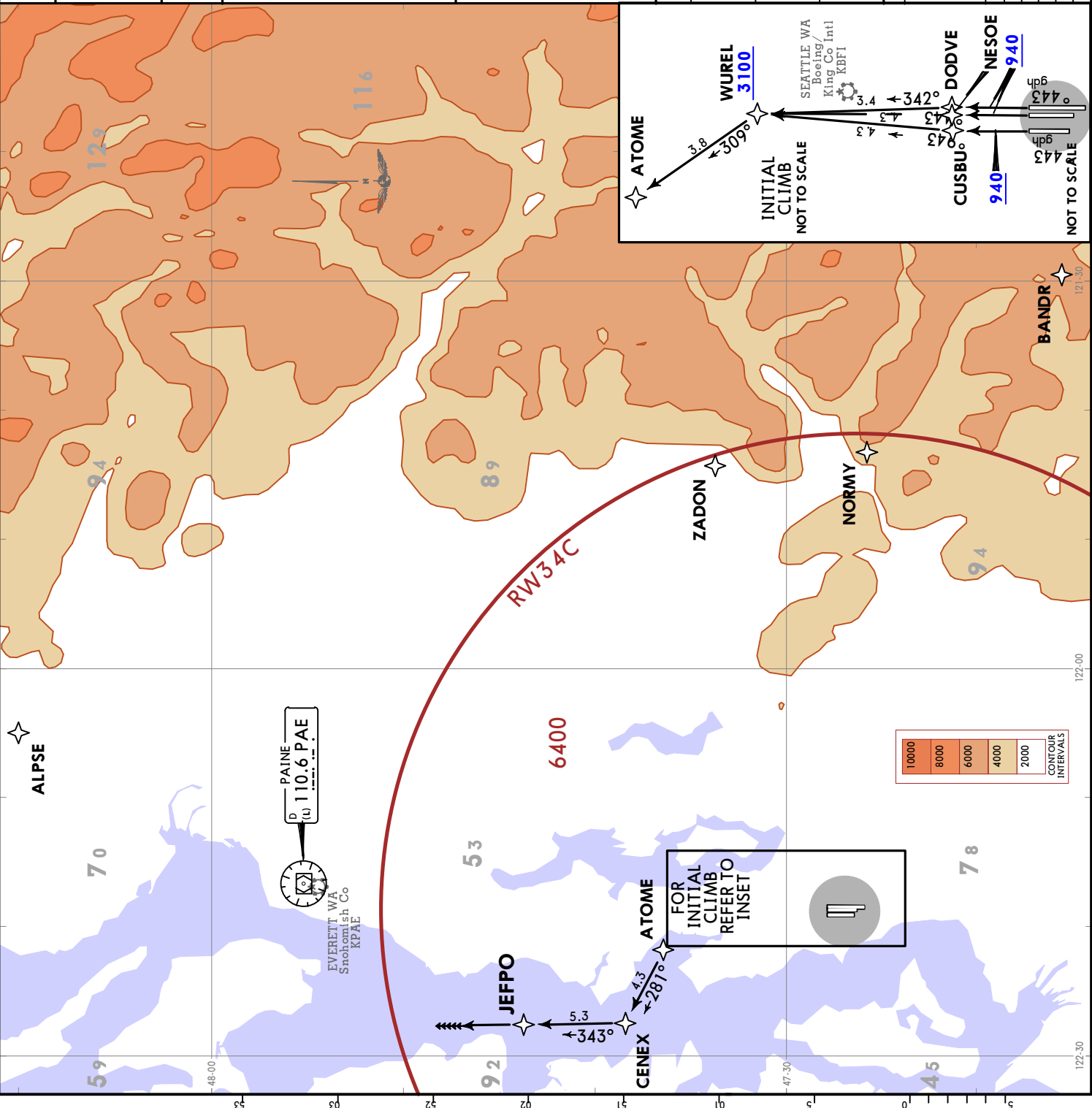
JEFFO 1 RNAV DEPARTURE
(JEFFO1.JEFO)

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.

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.	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 281° to CENEX, then on track 343° to JEFFO, then on course 343°, EXPECT RADAR vectors on course. MAINTAIN 9000, EXPECT clearance to filed altitude within 5 minutes after departure.
Departures:
 ALPSE to ALPSE.
 BANDR to BANDR.
 NORMY to NORMY.
 PAE to PAE VOR.
 ZADON to ZADON.



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.			
OZWLD 1 RNAV DEPARTURE (OZWLD1.OZWLD)			

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):
 Rwys 16L/C/R: Not authorized, AIC.
 Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 940.

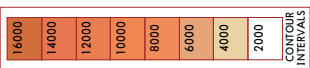
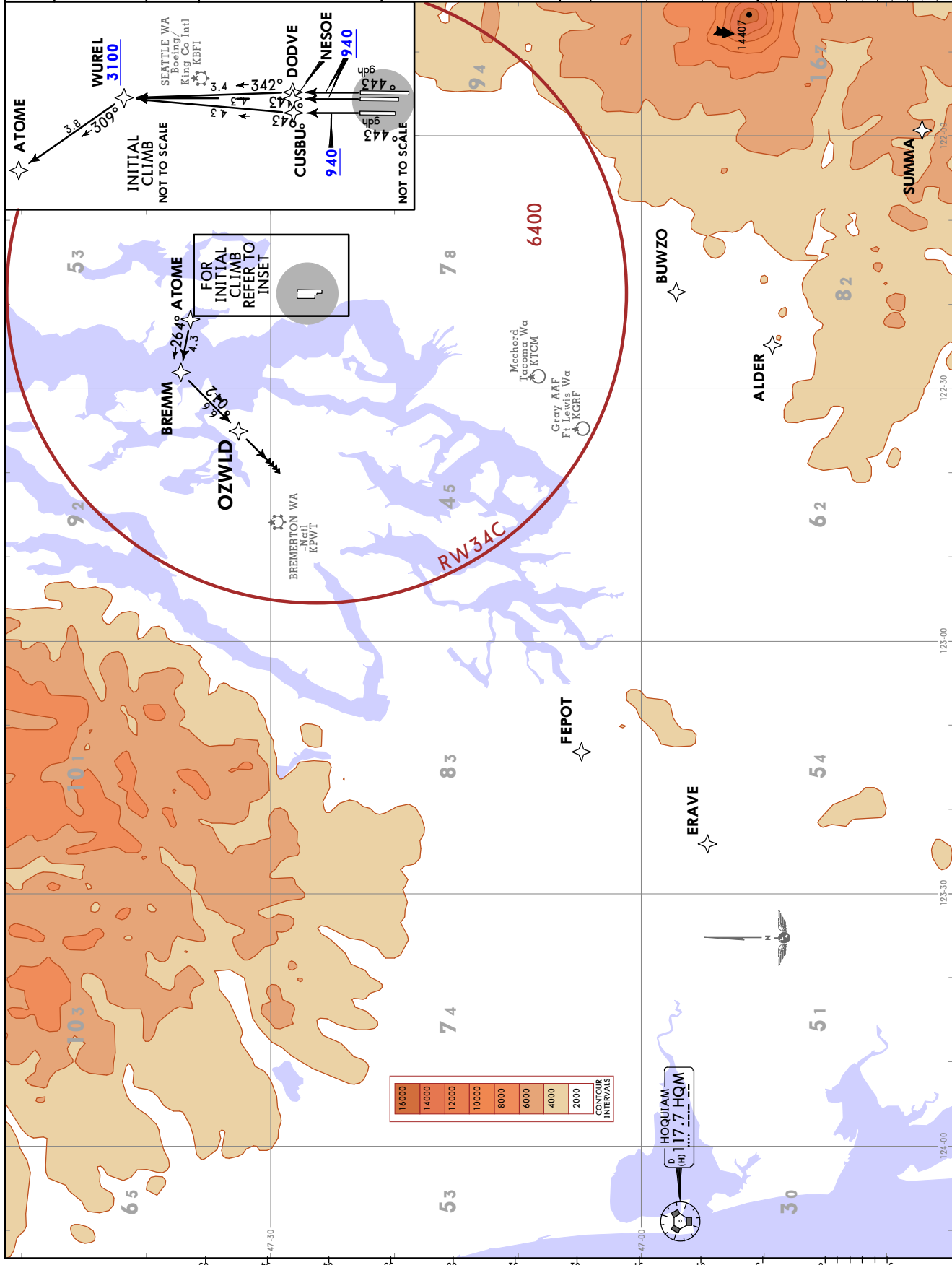
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	11250	1667	2083	2500

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 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.
HQM	to HQM YOR.
SUMMA	to SUMMA.



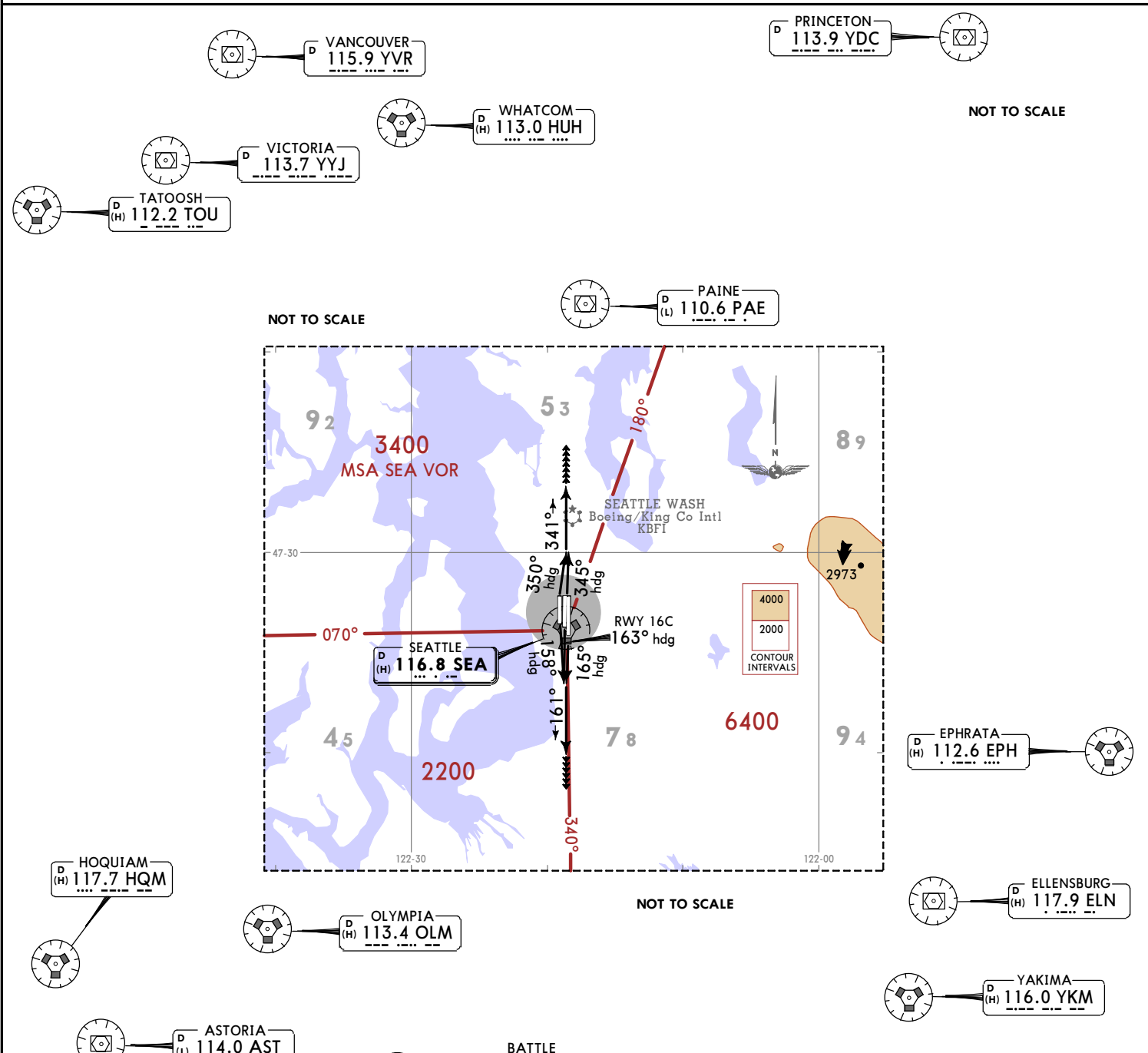
HOQUIAM
 (M) 117.7 HQM

CHANGES: Procedure renumbered, revised.

KSEA/SEA
-TACOMA INTL

SEATTLE Departure (R) 119.2	Apt Elev 432	Trans alt: 18000	1. RADAR required. 2. Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwy 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.
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SEATTLE 7 DEPARTURE (SEA7.SEA)



TAKEOFF OBSTACLE NOTES	
See TAKEOFF OBSTACLE NOTES page (20-30B1)	
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 16L: 300-1 or standard (or lower than standard, if authorized) with minimum climb of 425' per NM to 600'. Rwy 16C, 34L/C/R: Standard (or lower than standard, if authorized). Rwy 16R: 300-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 215' per NM to 600'.	
RWY	INITIAL CLIMB
16L	Climb heading 165° and on SEA R161.
16C	Climb heading 163° and on SEA R161.
16R	Climb heading 158° and on SEA R161.
34L	Climb heading 350° and on SEA R341.
34C/R	Climb heading 345° and on SEA R341.
ROUTING	
MAINTAIN assigned altitude, EXPECT RADAR vectors to assigned route.	

SEATTLE 7 DEPARTURE (SEA7.SEA)

7 SEP 18 (20-3F) EFF 13 Sep
JEPPesen SEATTLE, WASH SID

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NOT TO SCALE

JEPPESEN
 7 SEP 18 (20-30) Eff 13 Sep
SEATTLE, WASH
SEA **STD**

SEATTLE Departure (R)	Apt Elev
Rwy 16L/C/R 120.4	432
Rwy 34L/C/R 119.2	

**SUMMA 1 DEPARTURE
 (SUMMA 1.SUMMA)**

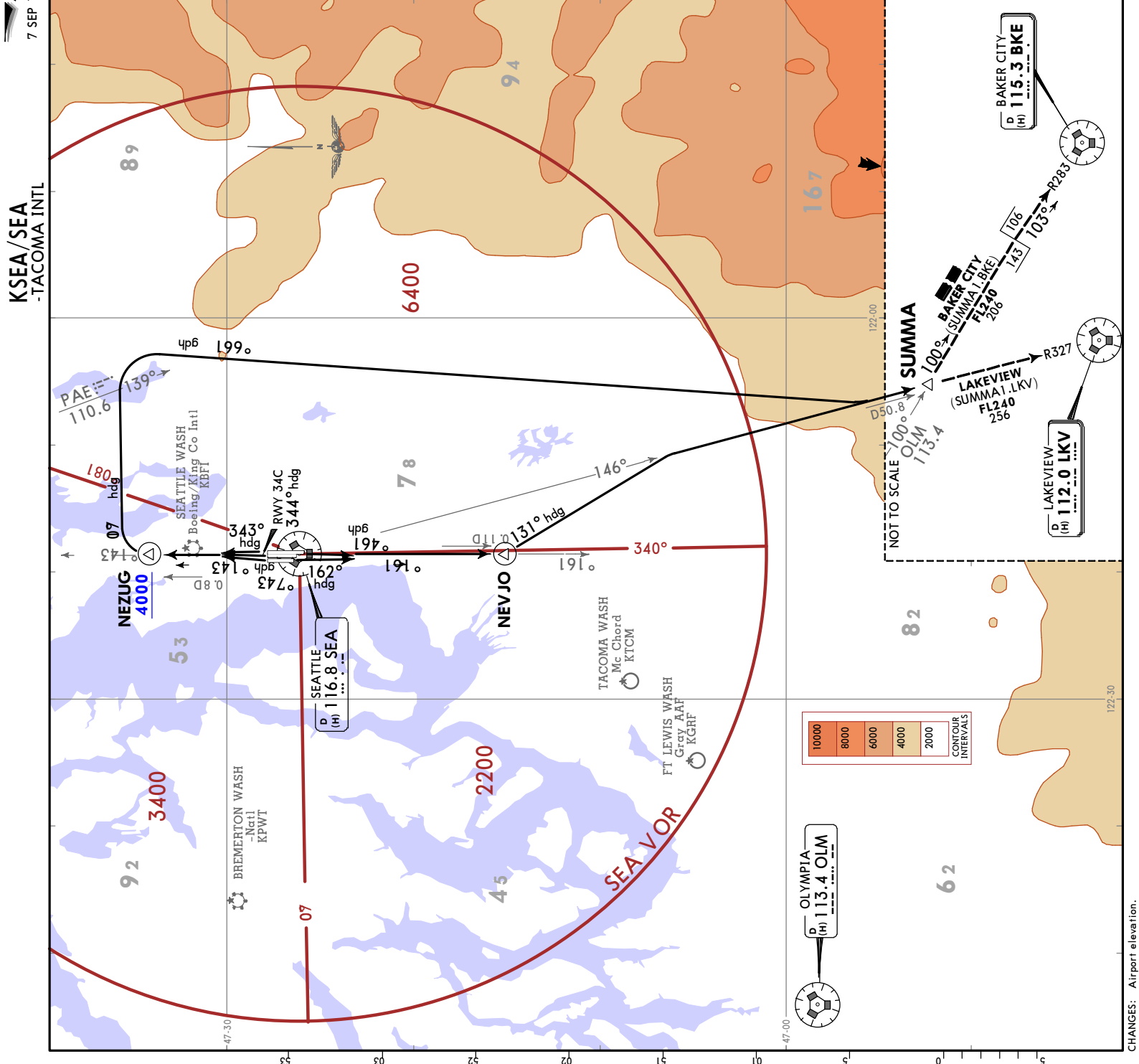
Trans alt: 18000
RADAR and DME required.

OBSTACLES
 Rwy 16L: Trees beginning 2908 from DER, 1064 RIGHT of centerline, up to 100 AGL/476 MSL.
 Rwy 16C: Trees beginning 4477 from DER, 484 RIGHT of centerline, up to 100 AGL/507 MSL.
 Rwy 16R: Trees, antenna on building and light pole beginning 488 from DER, 436 LEFT of centerline, up to 100 AGL/507 MSL. Trees beginning 1137 from DER, 587 RIGHT of centerline, up to 100 AGL/468 MSL.
 Rwy 34L: Fence 189 from DER, 401 RIGHT of centerline, up to 12 AGL/420 MSL. Trees beginning 4010 from DER, 857 LEFT of centerline, up to 100 AGL/522 MSL.
 This SID requires take-off minimums (for standard minimums, refer to airport chart);
 Rwys 16L/C/R: Standard (or lower than standard, if authorized).
 Rwy 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 580 per NM to 4000 (ATC).

Gnd speed-KT	75	100	150	200	250	300
580 per NM	725	967	1450	1933	2417	2900

RWY	INITIAL CLIMB	TOP ALTITUDE
16L/C	Climb heading 164° and SEA R161 to NEVJO, then LEFT turn heading 131° to intercept the SEA R146 to SUMMA.	
16R	Climb heading 162° and SEA R161 to NEVJO, then LEFT turn heading 131° to intercept the SEA R146 to SUMMA.	
34L	Climb heading 347° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 071° to cross PAE R139. Then RIGHT turn heading 166° to intercept the SEA R146 to SUMMA.	Assigned by ATC
34C	Climb heading 344° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 071° to cross PAE R139. Then RIGHT turn heading 166° to intercept the SEA R146 to SUMMA.	
34R	Climb heading 343° and SEA R341 to cross NEZUG at or above 4000, then RIGHT turn heading 071° to cross PAE R139. Then RIGHT turn heading 166° to intercept the SEA R146 to SUMMA.	

From SUMMA, on assigned transition.
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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.

KSEA/SEA

Apt Elev **432'**
N47 27.0 W122 18.7

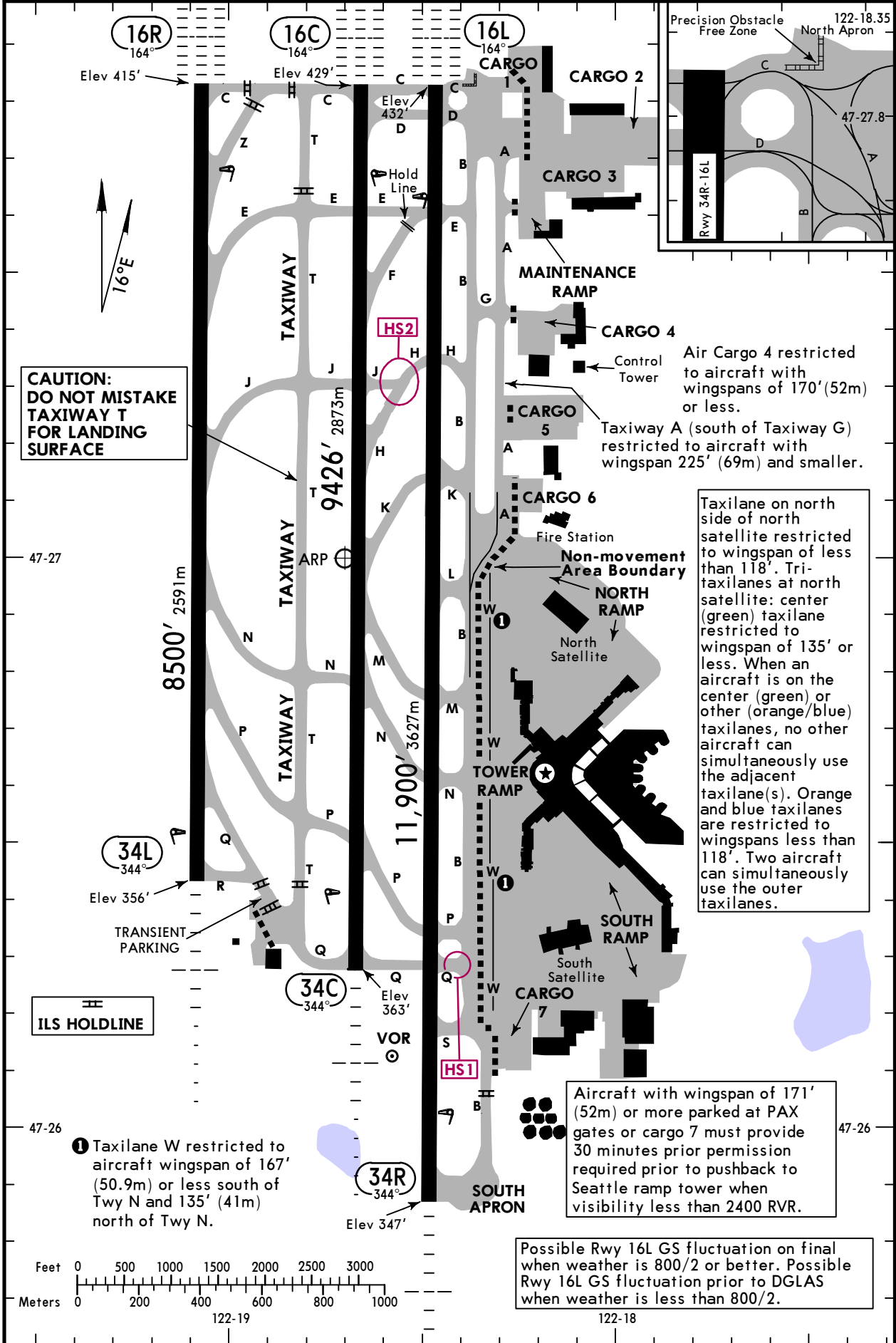


25 JAN 19 **(20-9)**

SEATTLE, WASH

TACOMA INTL

D-ATIS 118.0 VOT 117.5	Data Comm ACARS: CPDLC: D-ATIS DCL 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	Rwys 16R/34L 120.95	SEATTLE Departure (R) 076°-160° (Rwy 34) 301°-340° (Rwy 16) 125.9	199°-300° 301°-340° 120.1 120.4



**CAUTION:
DO NOT MISTAKE
TAXIWAY T
FOR LANDING
SURFACE**

Air Cargo 4 restricted to aircraft with wingspans of 170' (52m) or less.
Taxiway A (south of Taxiway G) restricted to aircraft with wingspan 225' (69m) and smaller.

Taxilane on north side of north satellite restricted to wingspan of less than 118'. Tri-taxilanes at north satellite: center (green) taxilane restricted to wingspan of 135' or less. When an aircraft is on the center (green) or other (orange/blue) taxilanes, no other aircraft can simultaneously use the adjacent taxilane(s). Orange and blue taxilanes are restricted to wingspans less than 118'. Two aircraft can simultaneously use the outer taxilanes.

① Taxilane W restricted to aircraft wingspan of 167' (50.9m) or less south of Twy N and 135' (41m) north of Twy N.

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.

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.

KSEA/SEA



SEATTLE, WASH

25 JAN 19

20-9A

TACOMA INTL

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.

Noise: Between the hours of 2200-0700 LT, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons.

Birds in vicinity of airport.

Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			—LANDING BEYOND— Threshold	Glide Slope		
16L ① 34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		10,811' 3295m		150' 46m
	HIRL CL MALSR TDZ PAPI-L (angle 2.75°)	RVR		10,766' 3281m		
16C ① 34C	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		8306' 2532m		150' 46m
	HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		8526' 2599m		
16R ① 34L	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	RVR		7352' 2241m		150' 46m
	HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		7585' 2312m		

① Grooved.

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 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.

HS2 Aircraft exiting Runway 34C at Taxiway J, sometimes enter Runway 34R without authorization due to short taxi distance between runways.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

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 RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 34L/C/R

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

Rwy 16L

With Min Climb of 425'/NM to 600'						Other CEIL-VIS
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	300- RVR 50 or 1
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	

Rwy 16R

With Min Climb of 215'/NM to 600'						Other CEIL-VIS
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	300- RVR 60 or 1/4
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	

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

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

AMEND 4 B

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.

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.

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

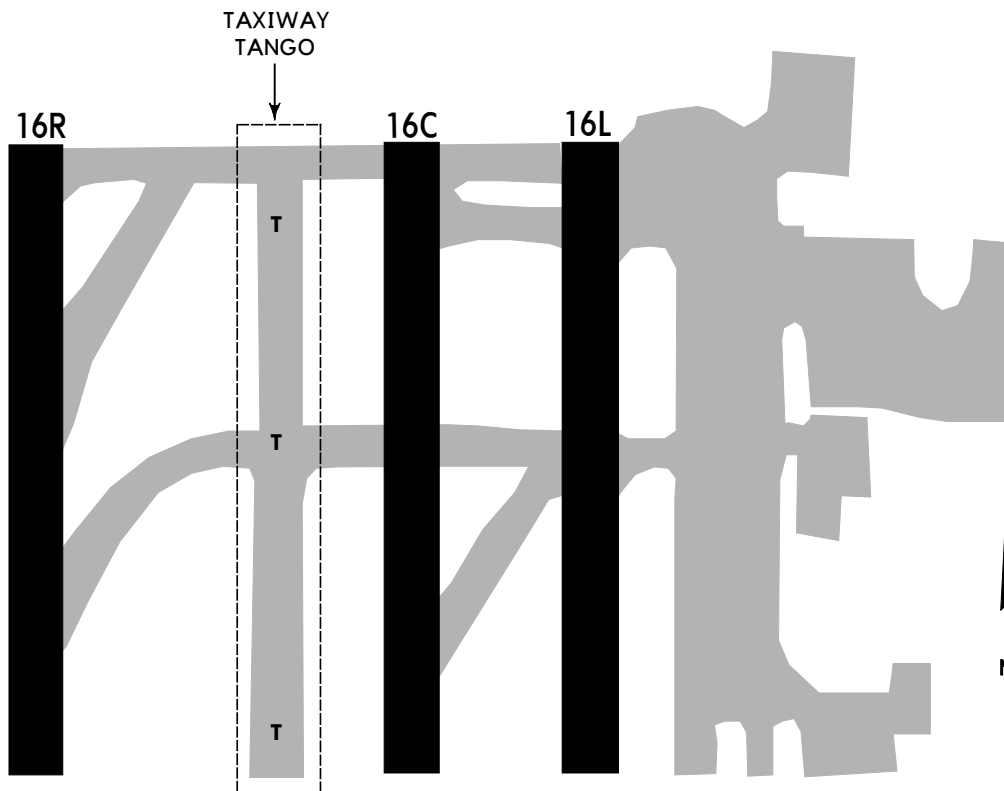
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

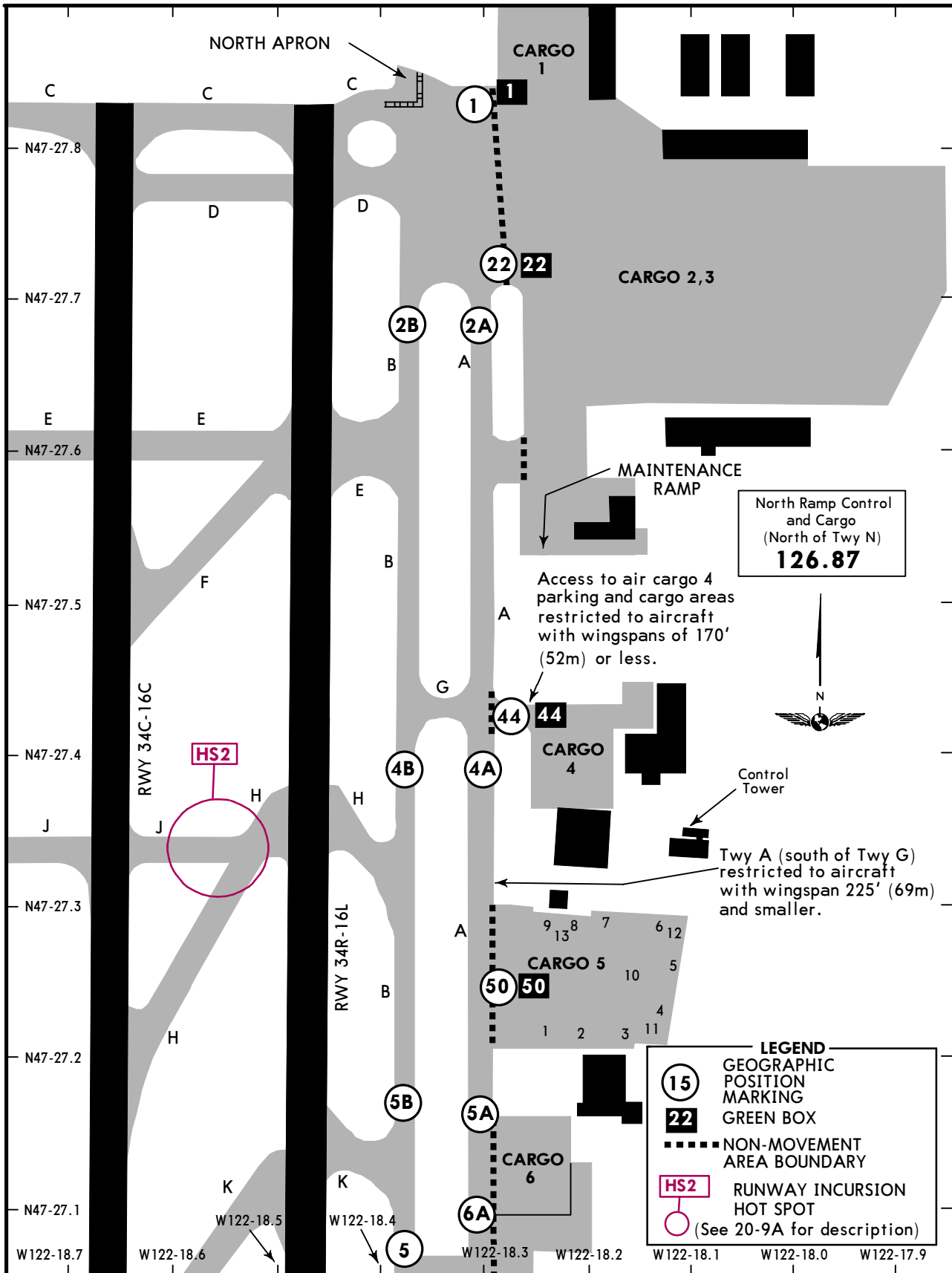
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway like appearance while on approach.

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.



PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A		South Satellite	
A1 thru A4	N47 26.5 W122 18.1	S1A	N47 26.3 W122 18.1
A5, A6	N47 26.5 W122 18.0	S1 thru S3A	N47 26.3 W122 18.0
A7, A8	N47 26.4 W122 18.0	S4, S5	N47 26.3 W122 18.0
A9 thru A10	N47 26.4 W122 17.9	S6 thru S9	N47 26.4 W122 18.1
A11 thru A14	N47 26.3 W122 17.9	S10	N47 26.4 W122 18.2
Concourse B		S11, S12, S15	N47 26.3 W122 18.2
B1, B3	N47 26.6 W122 18.2	S16, S16A	N47 26.3 W122 18.2
B4	N47 26.5 W122 18.2	Cargo Area 7	
B5, B5A, B6	N47 26.5 W122 18.2	Hardstand 1, 2	N47 26.2 W122 18.2
B7, B7A, B7B	N47 26.5 W122 18.3	Hardstand 3 thru 7	N47 26.2 W122 18.3
B8	N47 26.5 W122 18.2	Hardstand 8	N47 26.2 W122 18.2
B9, B9A	N47 26.5 W122 18.3	Hardstand 9 thru 11	N47 26.1 W122 18.2
B10	N47 26.5 W122 18.2	Hardstand M41, M42	N47 26.2 W122 18.3
B11	N47 26.5 W122 18.3	Hardstand M43	N47 26.2 W122 18.3
B12	N47 26.5 W122 18.2	Alaska Hangar Area	
B14	N47 26.4 W122 18.2	Hardstand 1, 2	N47 26.2 W122 18.1
B15	N47 26.5 W122 18.3	Hardstand 3 thru 5	N47 26.2 W122 18.2
Concourse C			
C2	N47 26.6 W122 18.3		
C3	N47 26.7 W122 18.2		
C4	N47 26.7 W122 18.3		
C6	N47 26.7 W122 18.2		
C8	N47 26.7 W122 18.3		
C9	N47 26.7 W122 18.2		
C10	N47 26.7 W122 18.3		
C11, 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, C/Q10	N47 26.7 W122 18.3		
C/Q12	N47 26.7 W122 18.3		
C/Q13, C/Q14, C/Q15	N47 26.8 W122 18.3		
C/Q16, C/Q18	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			
N4, N6	N47 26.9 W122 18.1		
N13 thru N15	N47 26.9 W122 18.2		
N16 thru N18	N47 27.0 W122 18.2		
N19, N20	N47 27.0 W122 18.1		



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, 11	N47 27.2 W122 18.1
Cargo Area 4	N47 27.4 W122 18.2	Hardstand 12	N47 27.3 W122 18.1
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		

KSEA/SEA
-TACOMA INTL

JEPPesen
3 MAY 19 (20-9E)

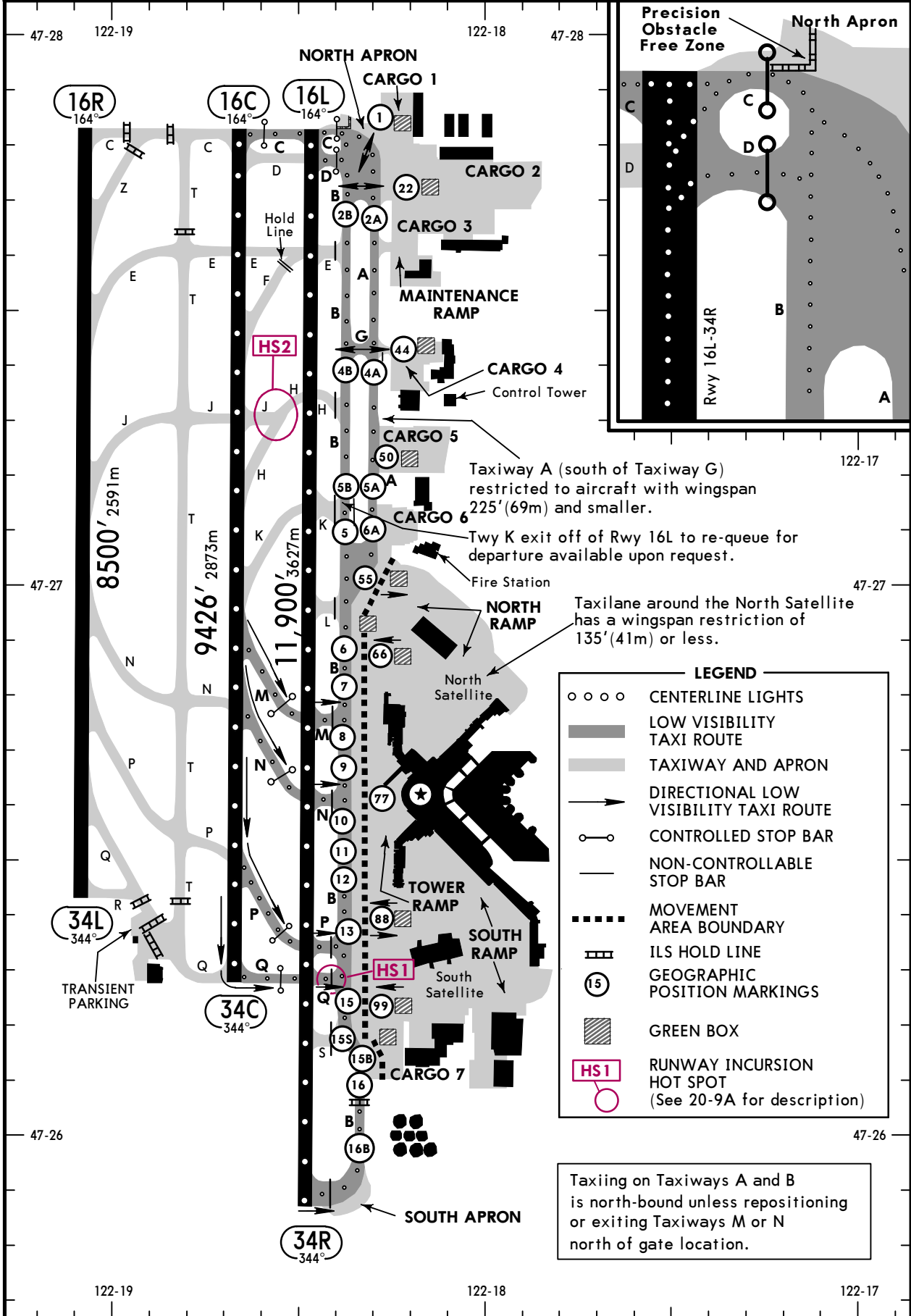
SMGCS

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

LESS THAN RVR 1200 TO 600

For less than RVR 600, see 20-9F

D-ATIS 118.0 VOT 117.5		Data Comm ACARS: D-ATIS PDC	CPDLC: DCL	SEATTLE Clearance 128.0	Ramp Control Cargo/North 126.875		South 122.275
Ground 121.7	Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95	076°-160° (Rwy 34) 301°-340° (Rwy 16) 125.9	SEATTLE Departure (R) 161°-198° 199°-300° 126.5 120.1		301°-340° (Rwy 34) 120.4



KSEA/SEA
-TACOMA INTL

JEPPesen

SMGCS

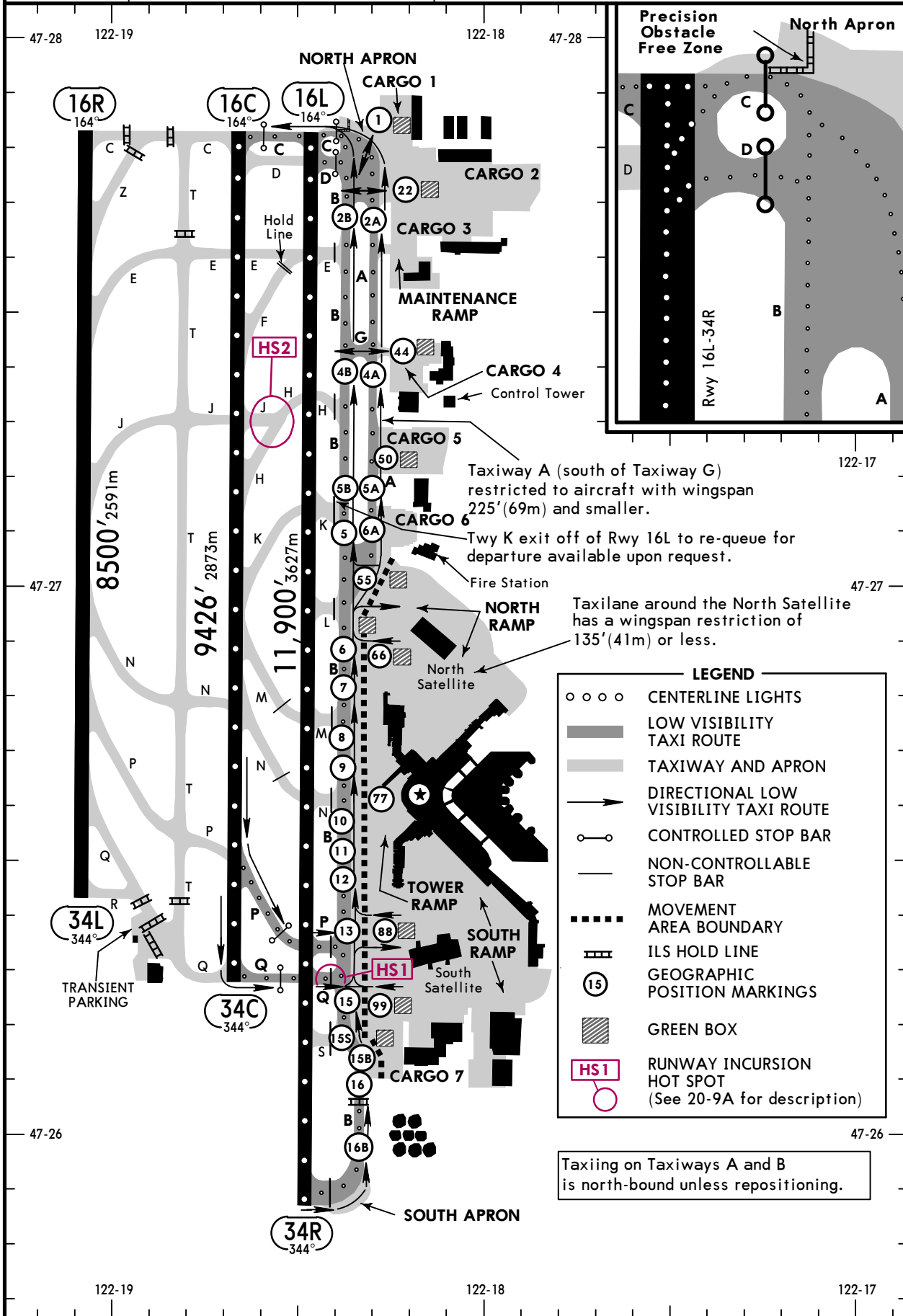
3 MAY 19 (20-9F)

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

LESS THAN RVR 600

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

D-ATIS 118.0 VOT 117.5		Data ACARS: D-ATIS PDC	Comm CPDLC: DCL	SEATTLE Clearance 128.0	Ramp Control Cargo/North 126.875		South 122.275
Ground 121.7	Tower Rwys 16L/16C/34C/34R 119.9		Rwys 16R/34L 120.95	076°-160° (Rwy 34) 301°-340° (Rwy 16) 125.9	SEATTLE Departure (R) 161°-198° 199°-300° 126.5 120.1		301°-340° (Rwy 34) 120.4



KSEA/SEA
-TACOMA INTL

JEPPesen
3 MAY 19 **20-9G**

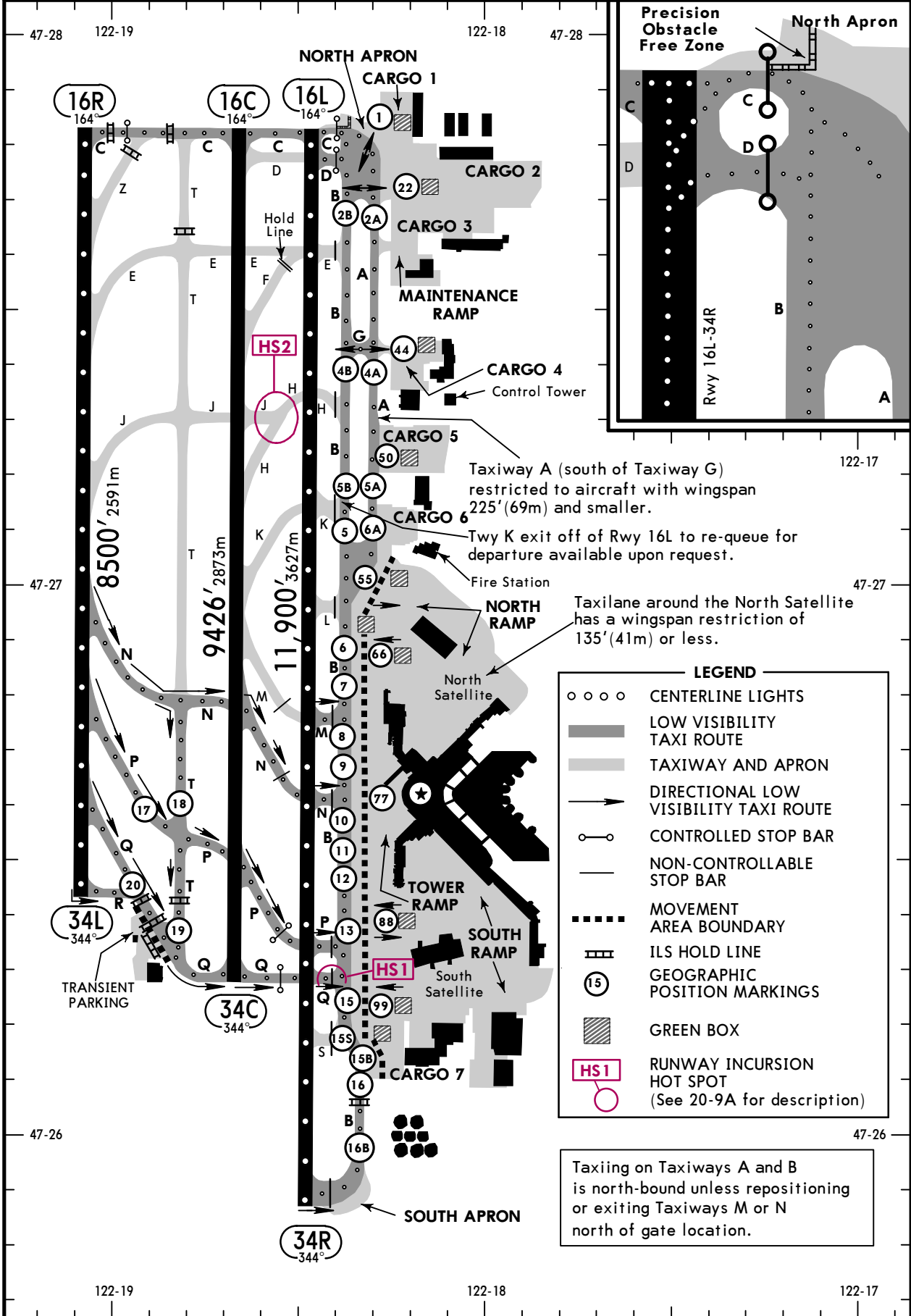
SMGCS

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

LESS THAN RVR 1200 TO 600

For less than RVR 600, see 20-9H

D-ATIS 118.0 VOT 117.5		Data ACARS: D-ATIS PDC	Comm CPDLC: DCL	SEATTLE Clearance 128.0	Ramp Control Cargo/North 126.875 South 122.275	
Ground 121.7	Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	076°-160° (Rwy 34) 301°-340° (Rwy 16) 125.9	SEATTLE Departure (R) 161°-198° 199°-300° 126.5 120.1		301°-340° (Rwy 34) 120.4



KSEA/SEA
-TACOMA INTL

JEPPesen
3 MAY 19 (20-9H)

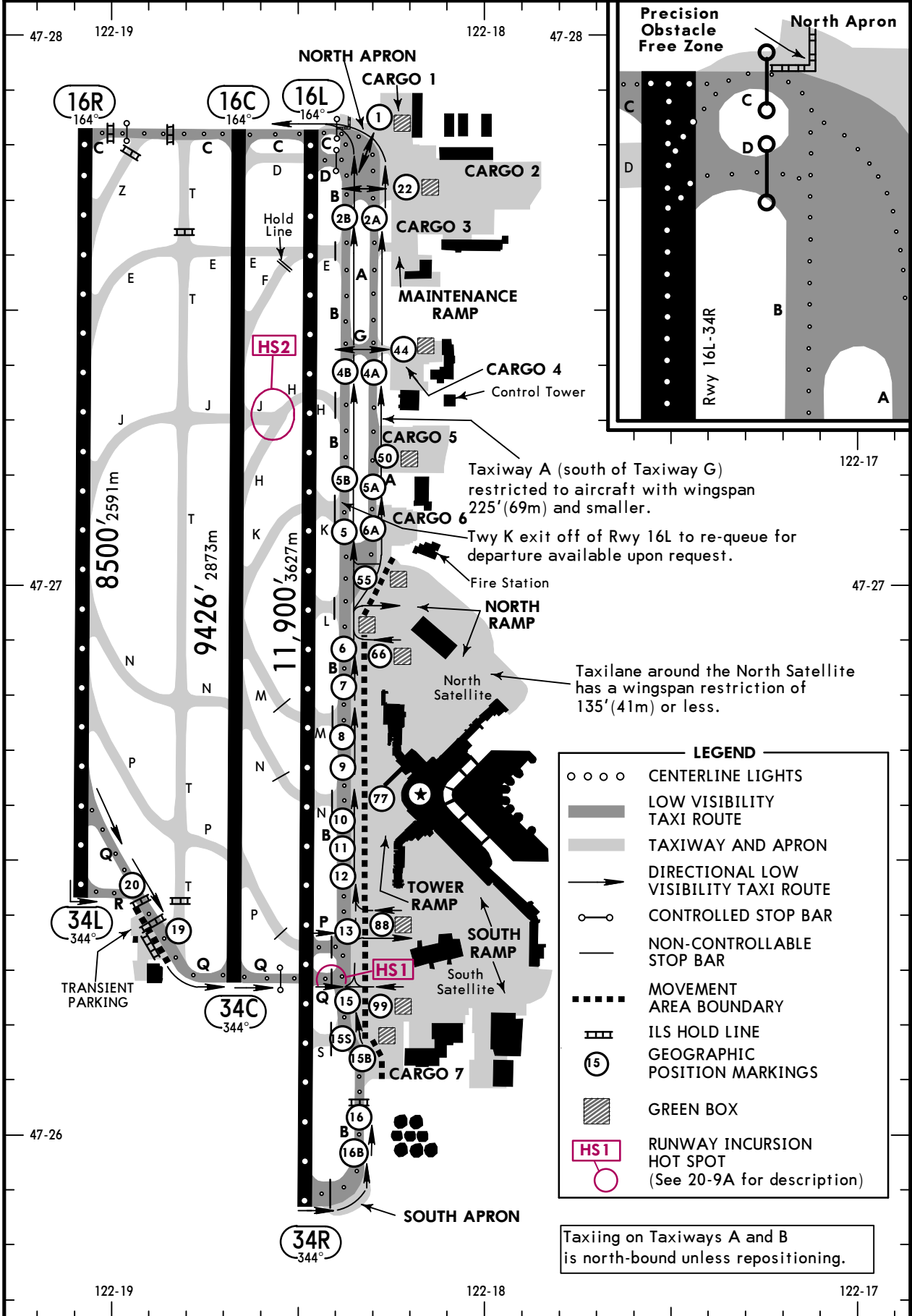
SMGCS

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

LESS THAN RVR 600

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

D-ATIS 118.0 VOT 117.5		Data Comm ACARS: D-ATIS PDC	CPDLC: DCL	SEATTLE Clearance 128.0	Cargo/North 126.875	Ramp Control South 122.275
Ground 121.7	Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	076°-160° (Rwy 34) 301°-340° (Rwy 16) 125.9	SEATTLE Departure (R) 161°-198° 199°-300° 126.5	301°-340° (Rwy 34) 120.4	



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
- ⑮ GEOGRAPHIC POSITION MARKINGS
- ▨ GREEN BOX
- HS1 RUNWAY INCURSION HOT SPOT (See 20-9A for description)

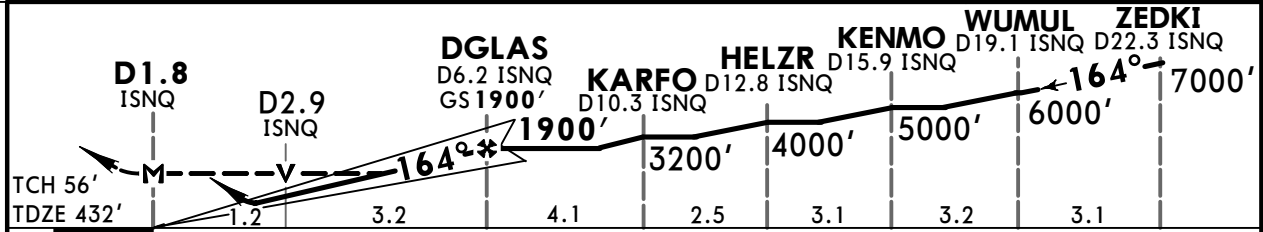
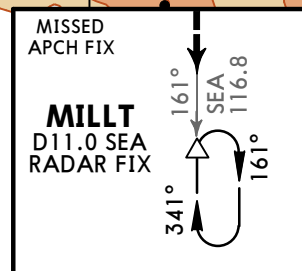
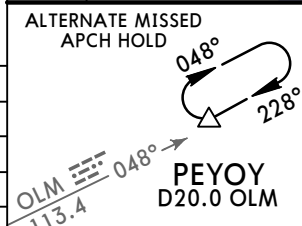
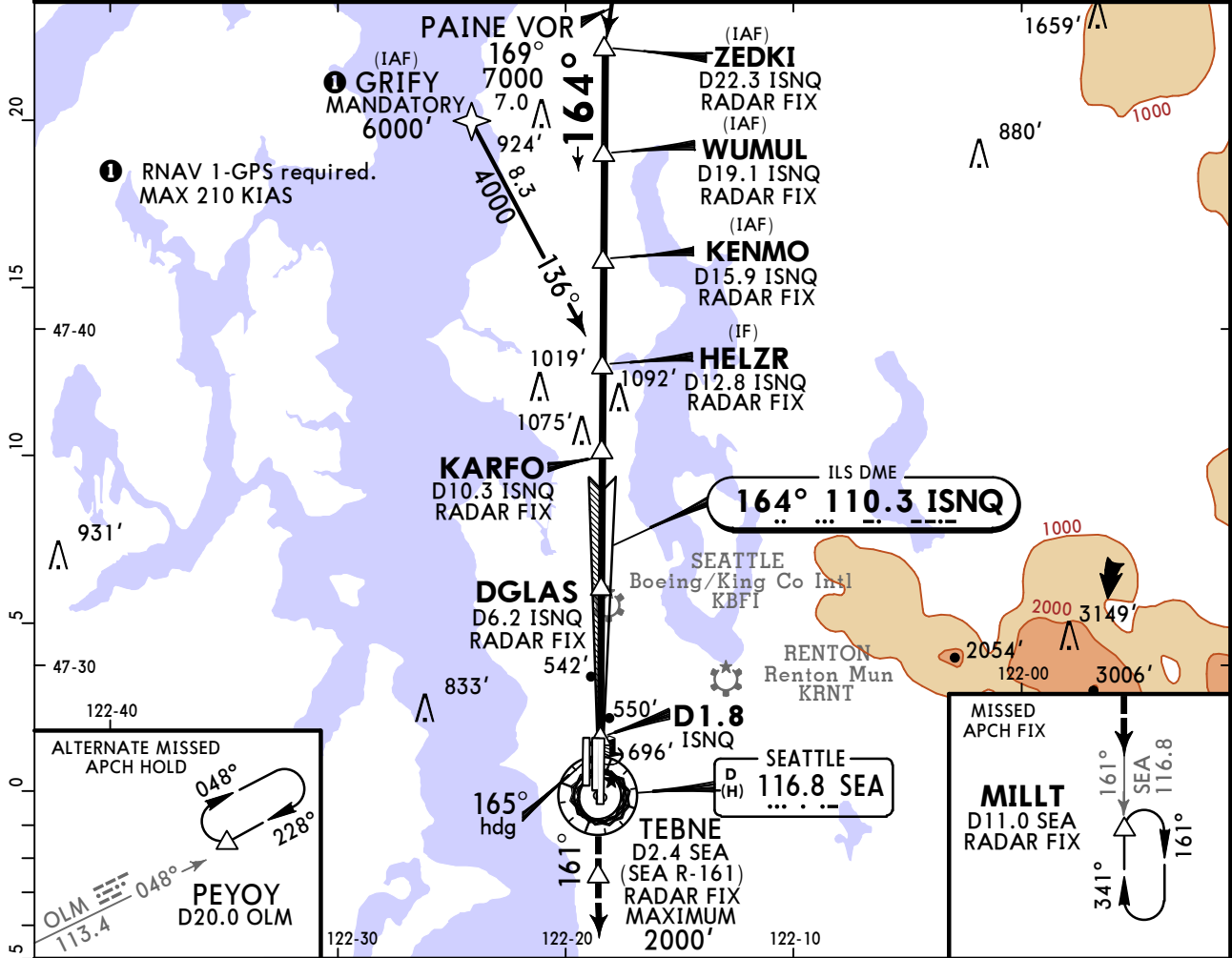
Taxiing on Taxiways A and B is north-bound unless repositioning.

KSEA/SEA -TACOMA INTL

22 FEB 19
Eff 28 Feb (21-1)

SEATTLE, WASH ILS or LOC 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
LOC ISNQ 110.3	Final Apch Crs 164°	GS DGLAS 1900' (1468')	ILS DA(H) Refer to Minimums		Apt Elev 432' TDZE 432'			
MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16R. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 76').								



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

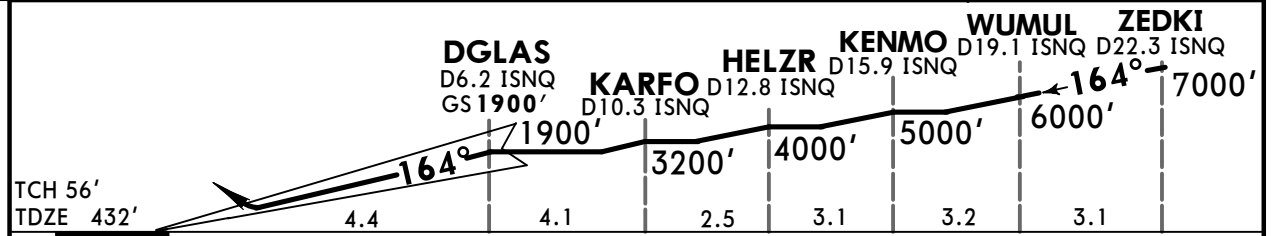
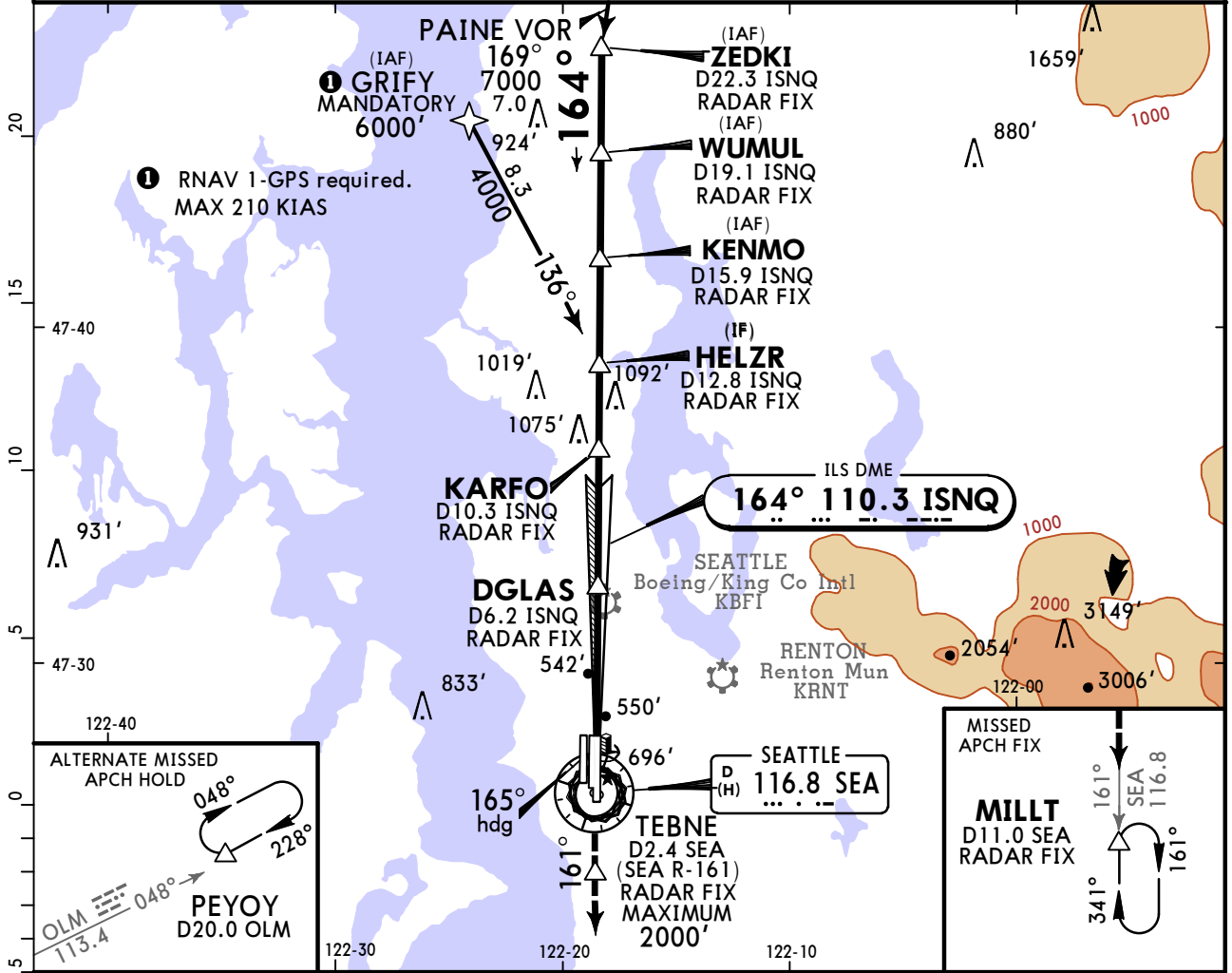
TERPS				STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
ILS DA(H) A: 697' (265') B,C,D: 632' (200')		LOC (GS out) MDA(H) 880' (448')		Max Kts 90 120 140 165		MDA(H) 1000' (568') - 1 1000' (568') - 1 1/2 1000' (568') - 2	
FULL		TDZ/CL out		ALS out		ALS out	
A	RVR 20 or 1/2	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8		
C							
D							

KSEA/SEA -TACOMA INTL

JEPPESSEN
22 FEB 19
Eff 28 Feb (21-1A)

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°	GS DGLAS 1900' (1468')	CAT III ILS Refer to Minimums	CAT II ILS RA 176' DA(H) 532' (100')	Apt Elev 432' TDZE 432'			
MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.								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. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 76').								



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

TERPS	CAT III ILS	STRAIGHT-IN LANDING RWY 16L	CAT II ILS RA 176' DA(H) 532' (100')
--------------	-------------	-----------------------------	---------------------------------------------------

A		
B	RVR 3	RVR 12
C		
D		

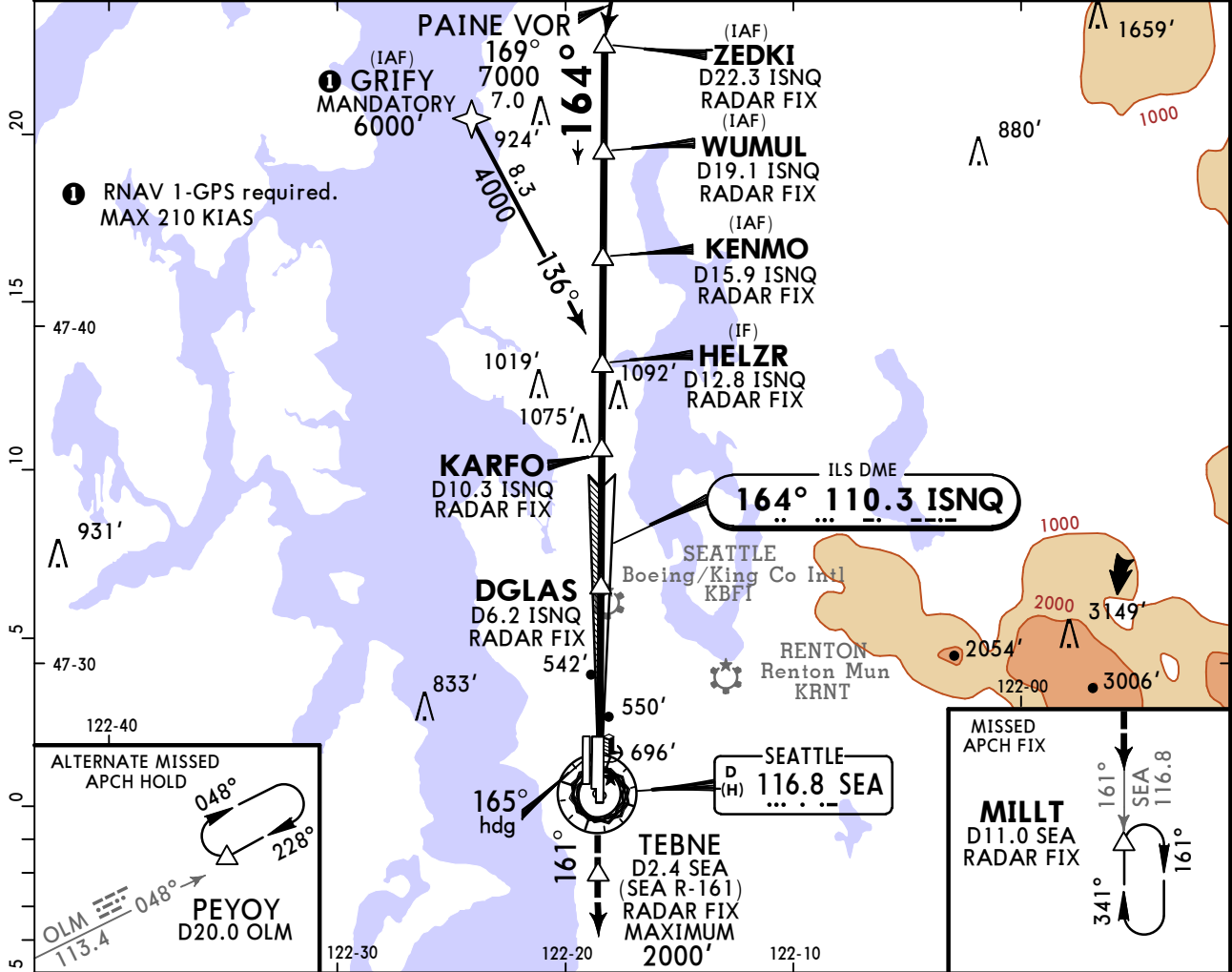
RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

KSEA/SEA -TACOMA INTL

JEPPesen
22 FEB 19
Eff 28 Feb (21-1B)

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°	GS DGLAS 1900' (1468')	SA CAT I ILS RA 248' DA(H) 582'(150')		Apt Elev 432' TDZE 432'		<p>MSA SEA VOR</p>	
<p>MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 76').</p>								



	DGLAS D6.2 ISNQ GS 1900'	KARFO D10.3 ISNQ	HELZR D12.8 ISNQ	KENMO D15.9 ISNQ	WUMUL D19.1 ISNQ	ZEDKI D22.3 ISNQ
	1900'	3200'	4000'	5000'	6000'	7000'
TCH 56'	4.2	4.1	2.5	3.1	3.2	3.1
TDZE 432'	164° heading					

Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	900'	165°	SEA	R-161	TEBNE
GS	3.00°	372	478	531	637	743						

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

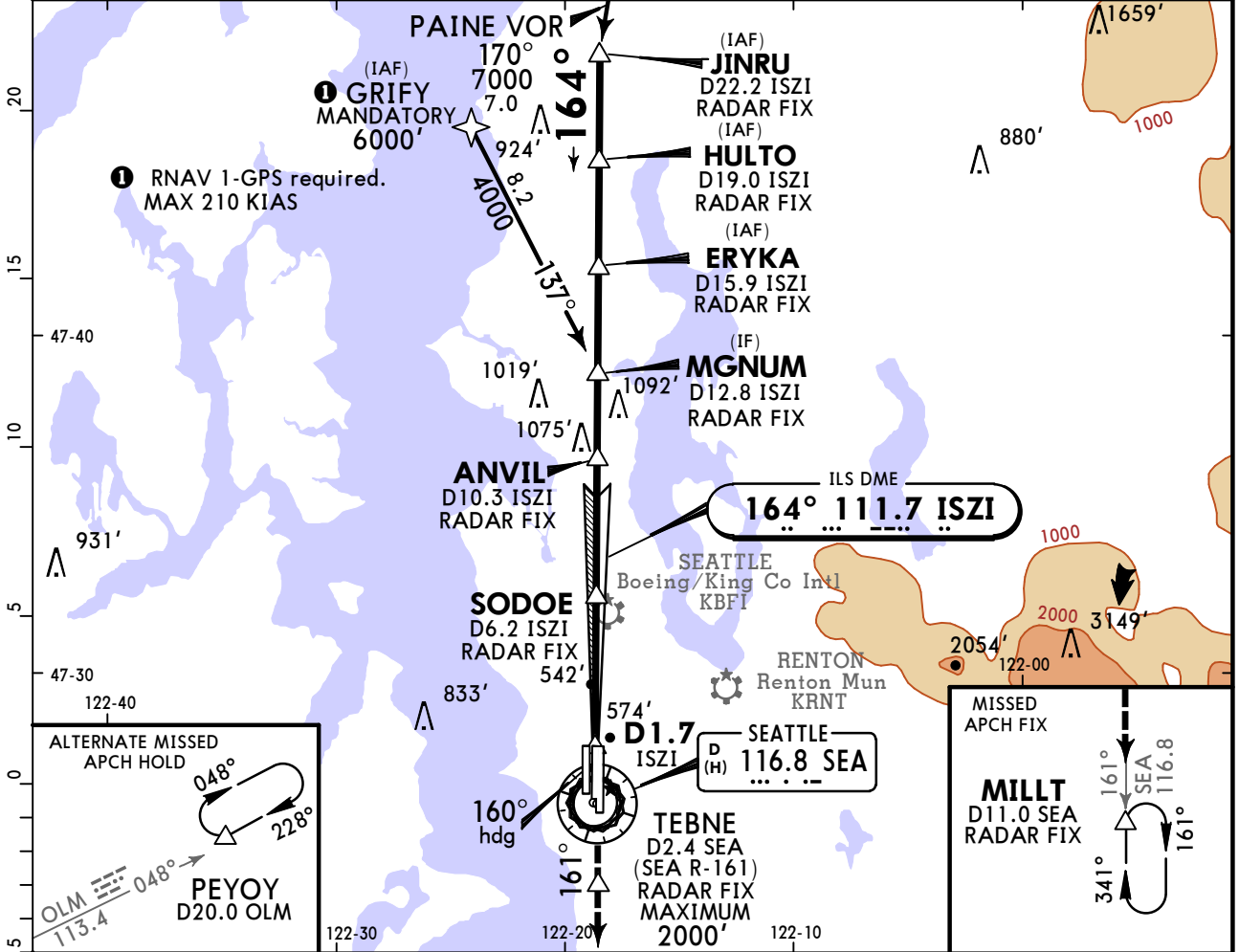
A	RVR 14
B	
C	
D	

KSEA/SEA -TACOMA INTL

22 FEB 19
Eff 28 Feb (21-2)

SEATTLE, WASH ILS or LOC 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
LOC ISZI 111.7	Final Apch Crs 164°	GS SODOE 1900' (1470')	ILS DA(H) 630' (200')	Apt Elev 432' TDZE 16L 432' TDZE 16C 430'		<p>MSA SEA VOR</p>		
<p>MISSED APCH: Climb on heading 160° 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> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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°/TCH 71'). 5. ALSF-II & PAPI-L on Rwy 16L. 6. See 20-9A2 for Alert Notice.</p>								



TDZE 16C 430'	TDZE 16L 432'	D1.7 ISZI	D2.7 ISZI	SODOE D6.2 ISZI GS 1900'	ANVIL D10.3 ISZI	MGNUM D12.8 ISZI	ERYKA D15.9 ISZI	HULTO D19.0 ISZI	JINRU D22.2 ISZI
TCH 55'		164°*		1900'	3200'	4000'	5000'	6000'	7000'
0.9		3.5		4.1	2.5	3.1	3.1	3.1	

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' or below on 160° hdg and 116.8 SEA R-161	
GS	3.00°	372	478	531	637	743		849
MAP at D1.7 ISZI or SODOE to MAP	4.4	3:46	2:56	2:38	2:12	1:53		1:39

TERPS		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		MDA(H)	
FULL	TDZ/CL out	ALS out	RVR 24 or 1/2	ALS out	RVR 55 or 1	RVR 55 or 1	90	1000' (568') - 1	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 55 or 1	RVR 55 or 1	140	1000' (568') - 1 1/2	
B							165	1000' (568') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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TERPS AMEND 17 28 FEB 2019

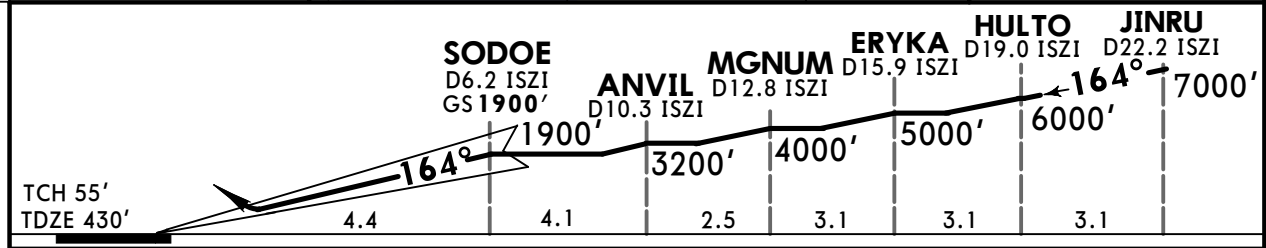
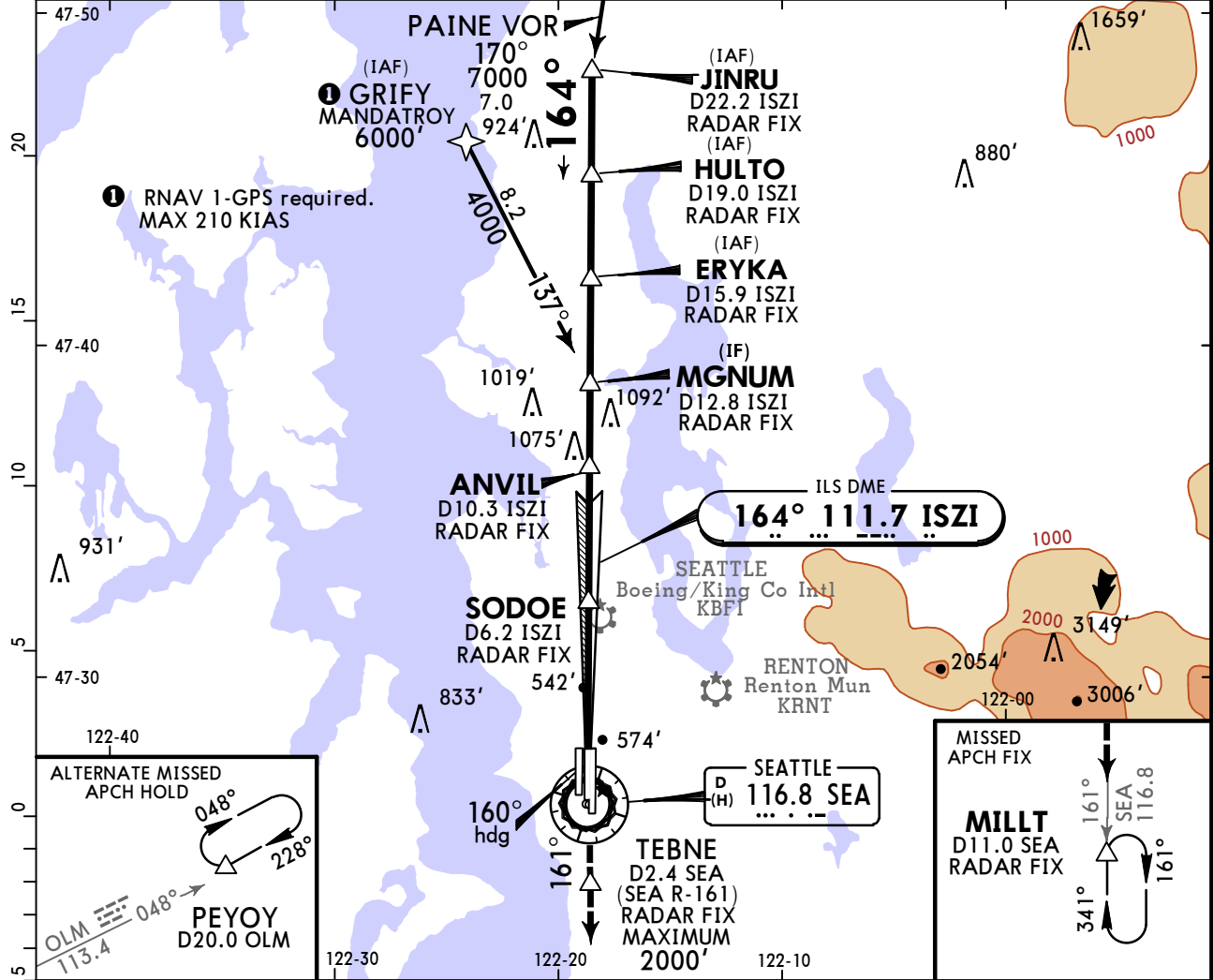
KSEA/SEA -TACOMA INTL

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°	GS SODOE 1900' (1470')	CAT III Refer to Minimums	CAT II RA 126' DA(H) 530'(100')	Apt Elev 432'	TDZE 430'	
MISSED APCH: Climb on heading 160° 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'.							

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°/TCH 71'). 6. See 20-9A2 for Alert Notice.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000' or below on 160° hdg and SEA 116.8 R-161	TEBNE
GS	3.00°	372	478	531	637	743			

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

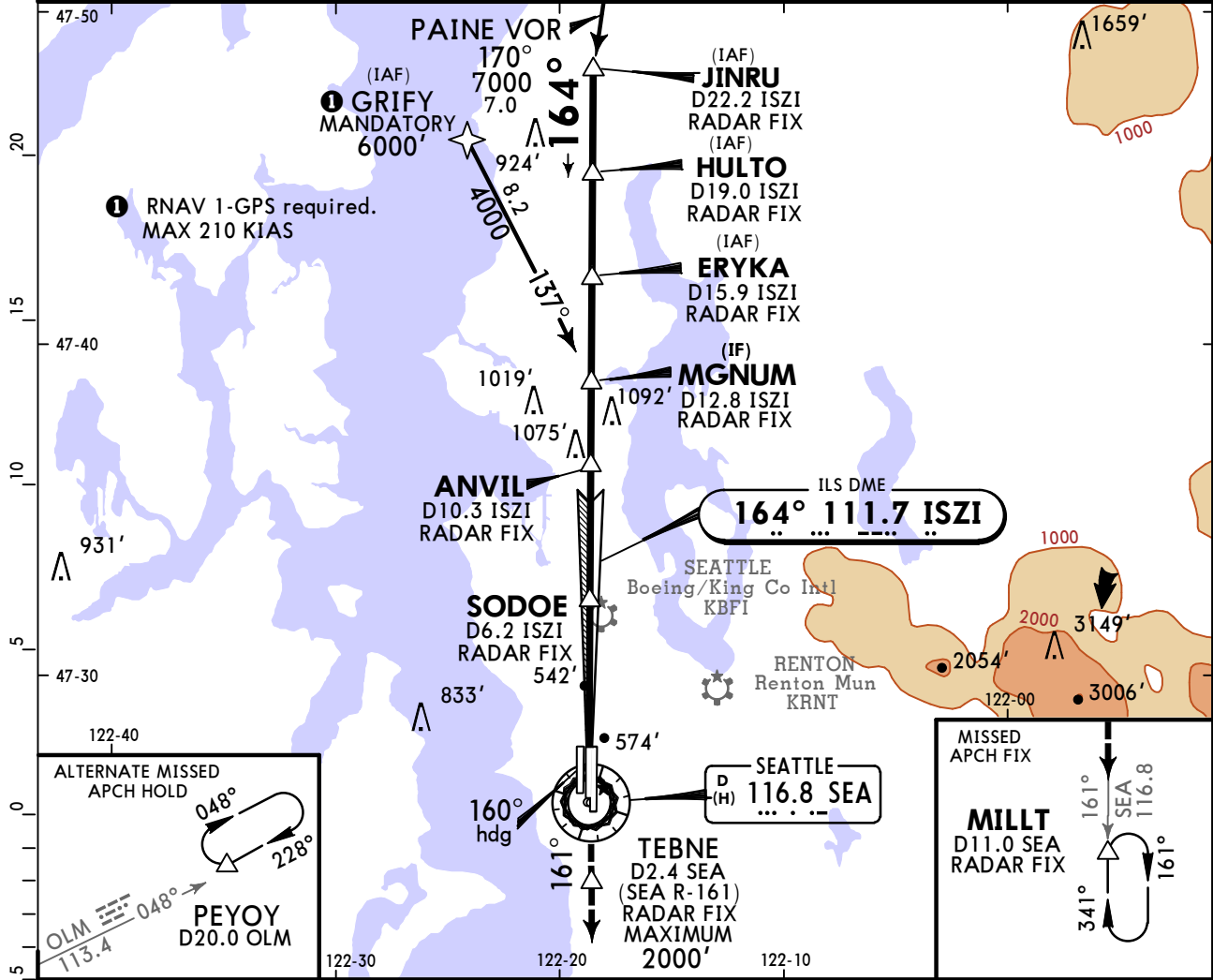
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

KSEA/SEA -TACOMA INTL

JEPPesen
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°	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° 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°/TCH 71'). 6. See 20-9A2 for Alert Notice.								



	SODOE	ANVIL	MGNUM	ERYKA	HULTO	JINRU
	D6.2 ISZI	D10.3 ISZI	D12.8 ISZI	D15.9 ISZI	D19.0 ISZI	D22.2 ISZI
	GS 1900'					7000'
TCH 55'						
TDZE 430'						
	4.4	4.1	2.5	3.1	3.1	3.1

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000' or below on 160° hdg and 116.8 SEA R-161	TEBNE
GS	3.00°	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.

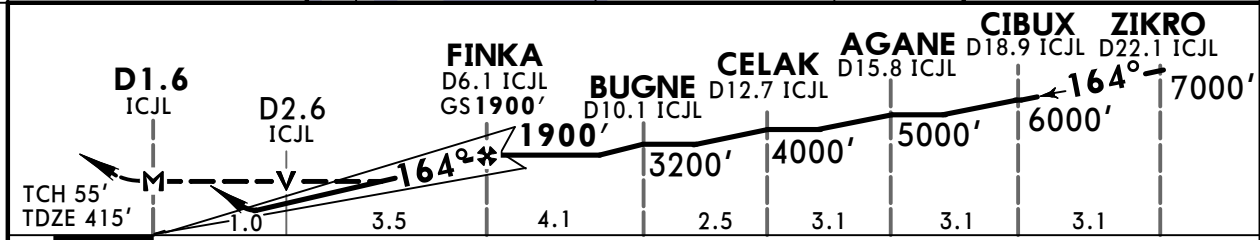
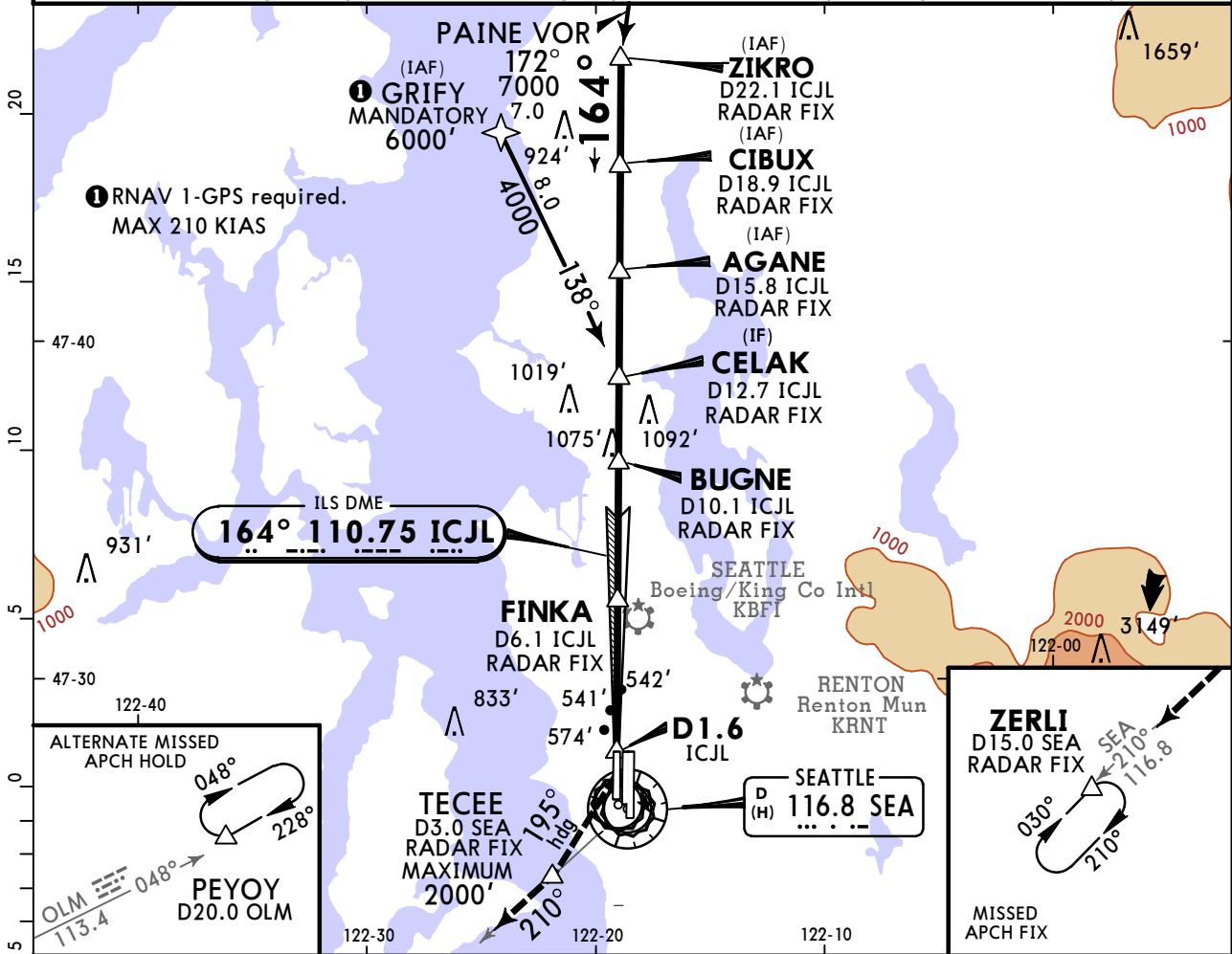
TERPS AMEND 17 28 FEB 2019

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°	GS FINKA 1900' (1485')	ILS DA(H) 615' (200')	Apt Elev 432'	TDZE 415'	
MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.						
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°/TCH 69').						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	900'	then 195°	SEA R-210	TECEE
GS	3.00°	372	478	531	637	849					
MAP at D1.6 ICJL or FINKA to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

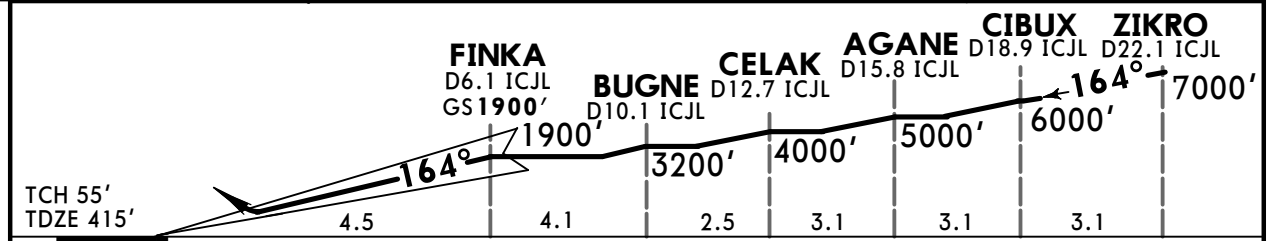
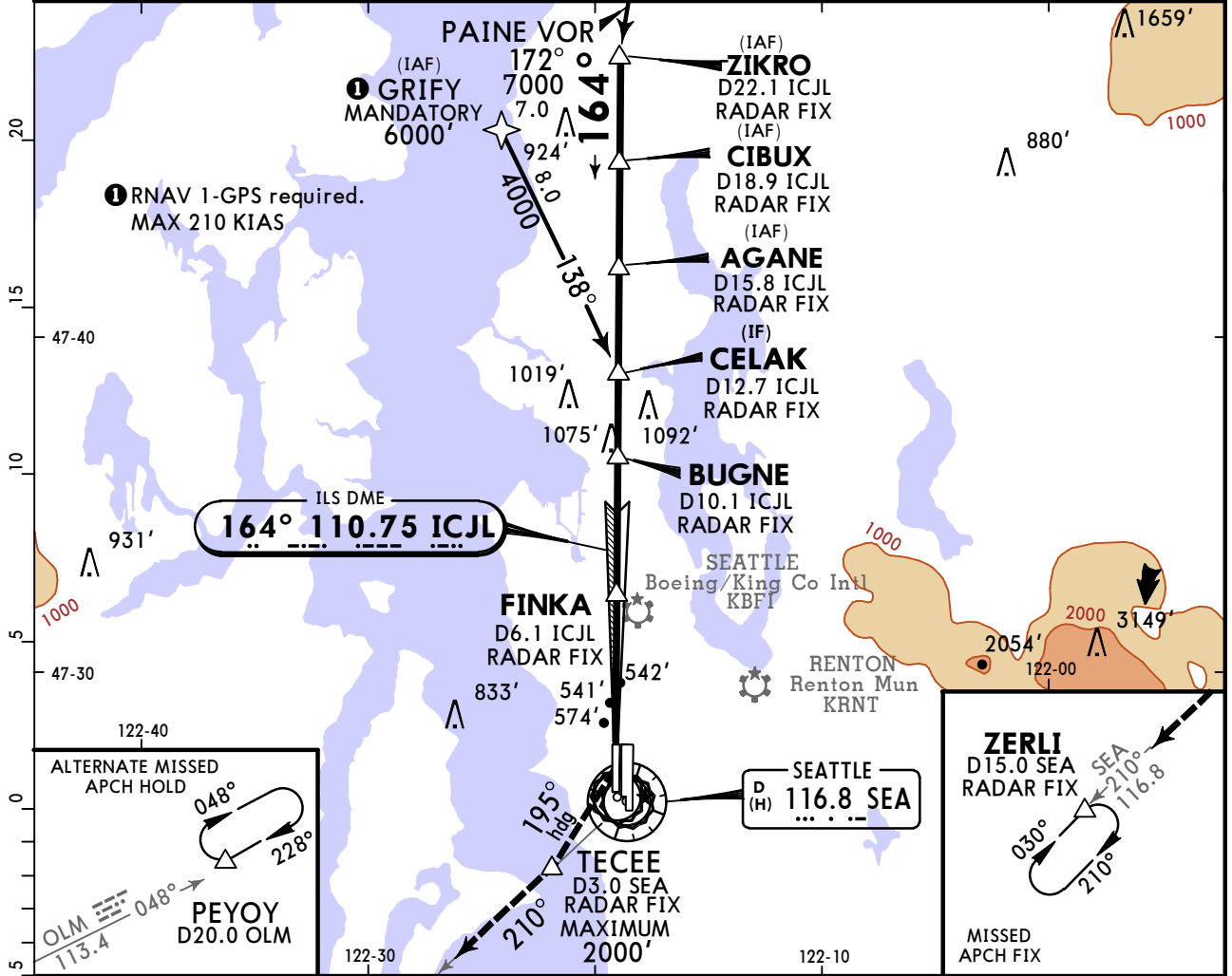
TERPS					STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 615' (200')			MDA(H) 800' (385')					
FULL	TDZ/CL out	ALS out	ALS out					
A								
B	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 55 or 1	1000' (568') -1		
C	or 1/2	or 1/2	or 3/4	RVR 35 or 5/8	RVR 60 or 1/4	1000' (568') -1 1/2		
D						1000' (568') -2		

KSEA/SEA -TACOMA INTL

JEPPESEN
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 110.75	Final Apch Crs 164°	GS FINKA 1900' (1485')	CAT III Refer to Minimums	CAT II RA 139' DA(H) 515'(100')	Apt Elev 432' TDZE 415'	<p>MSA SEA VOR</p>
<p>MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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°/TCH 69').</p>						



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

TERPS	STRAIGHT-IN LANDING RWY 16R	
CAT III ILS	CAT II ILS RA 139' DA(H) 515'(100')	
RVR 3	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

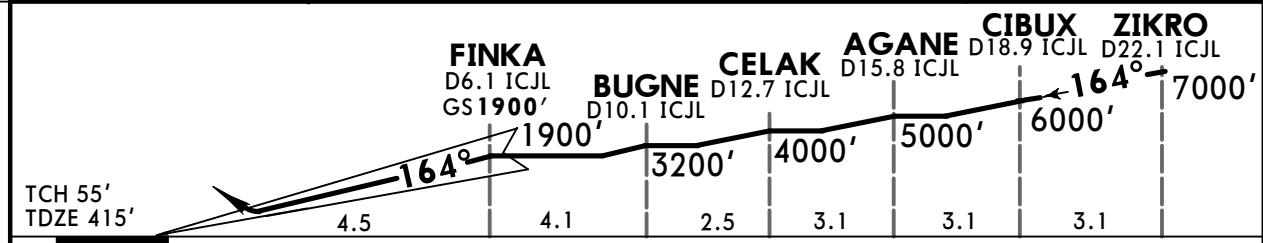
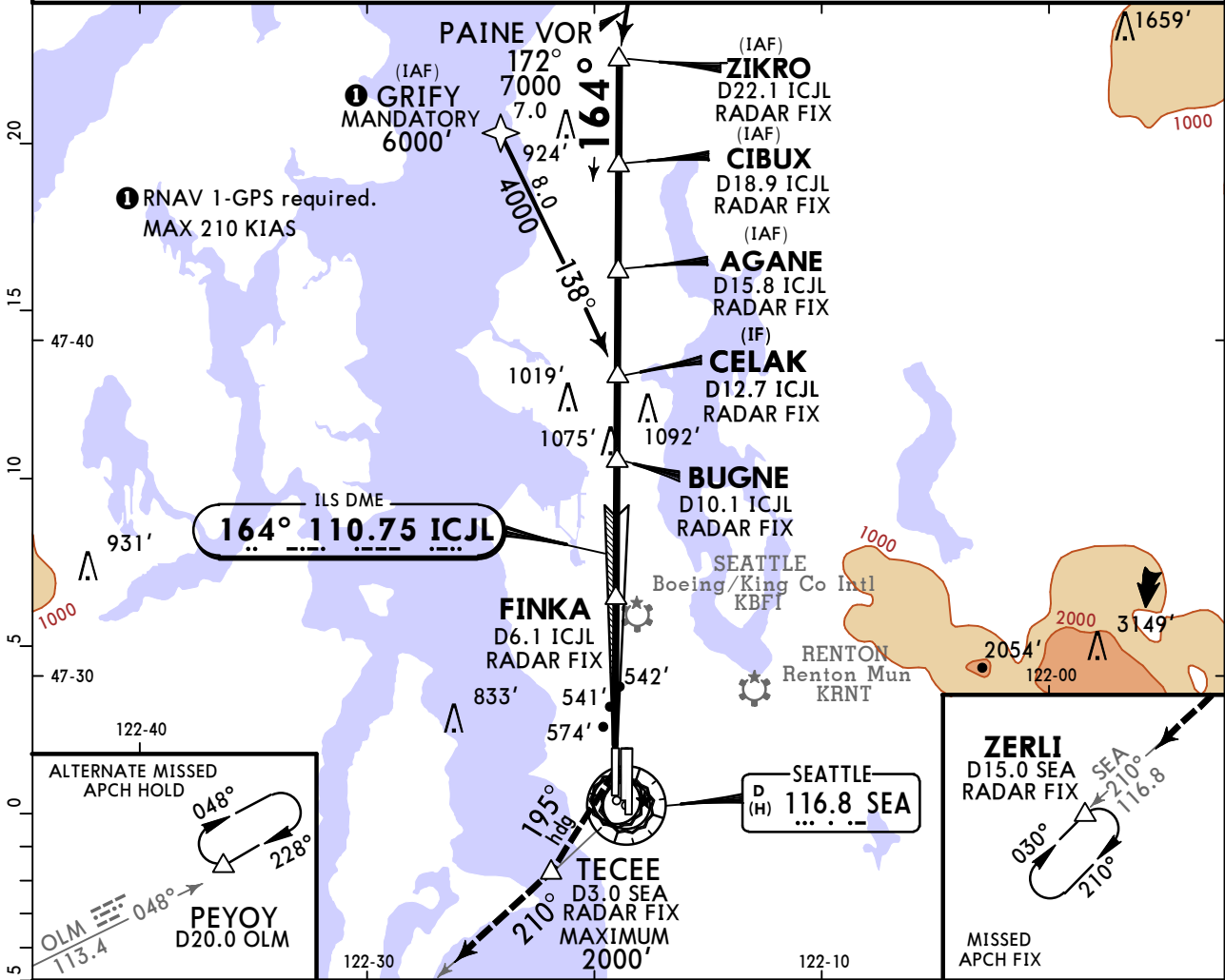
21-3B

Eff 28 Feb

SEATTLE, WASH ILS Rwy 16R SA CAT I

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°	GS FINKA 1900' (1485')	SA CAT I ILS RA 176' DA(H) 565' (150')	Apt Elev 432' TDZE 415'		
MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000'.						

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°/TCH 69').



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

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.

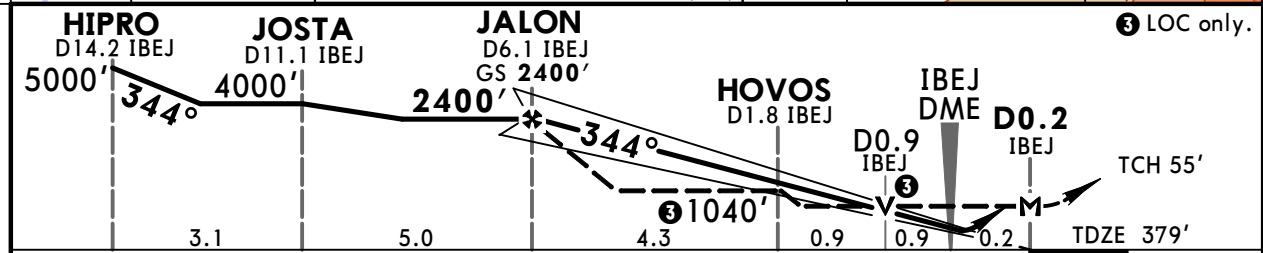
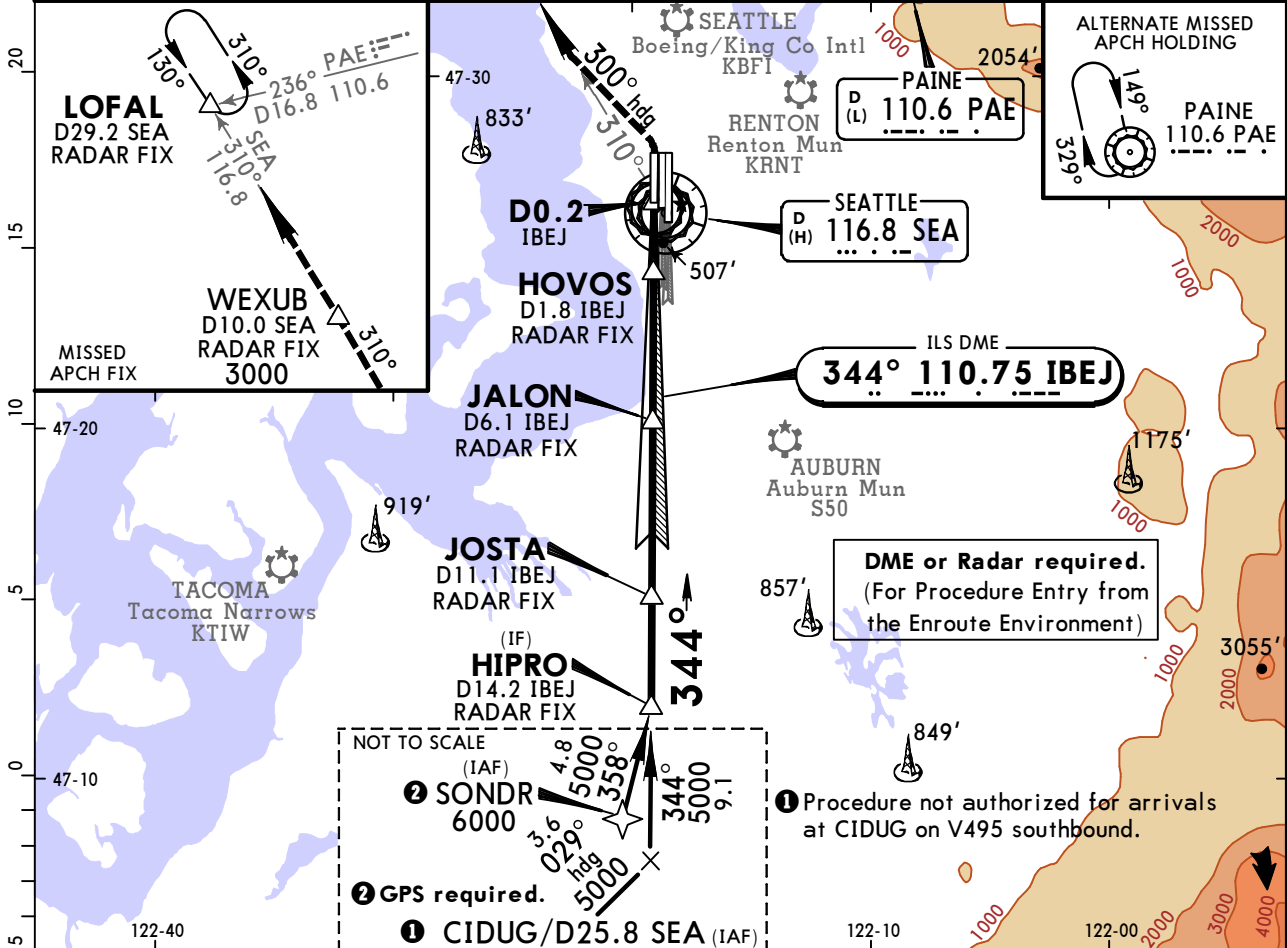
KSEA/SEA -TACOMA INTL



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°	GS JALON 2400' (2021')	ILS DA(H) 579' (200')	Apt Elev 433' TDZE 379'		<p>MSA SEA VOR</p>
<p>MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300° 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°/TCH 75').</p>						



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.2 IBEJ or						
JALON to MAP	6.3	5:24	4:12	3:47	3:09	2:42

MALS R **900'** **3000'** **300°**

PAPI

LT on hdg

TERPS		STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 579' (200')		MDA(H) 760' (381')		Max Kts	
FULL		RAIL/ALS out		MDA(H)	
A		RVR 24 or 1/2	RVR 50 or 1	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		RVR 40 or 3/4	RVR 60 or 1 1/4	165	1000'(567') - 2

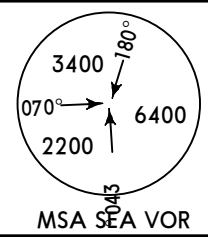
① RVR 18 with Flight Director or Autopilot or HUD to DA.

KSEA/SEA -TACOMA INTL

JEPPESEN
6 OCT 17 **(21-4A)** Eff 12 Oct

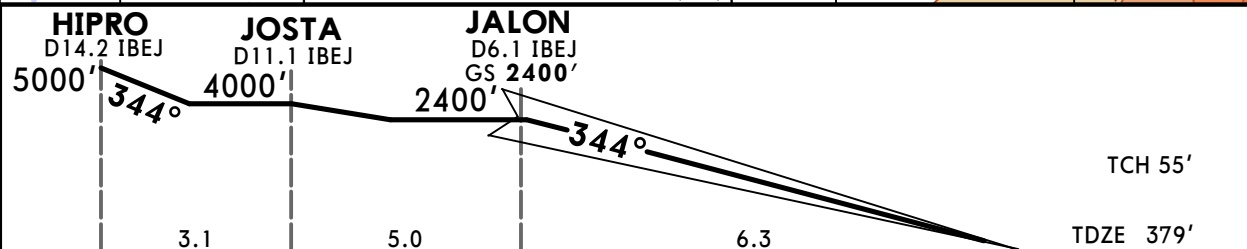
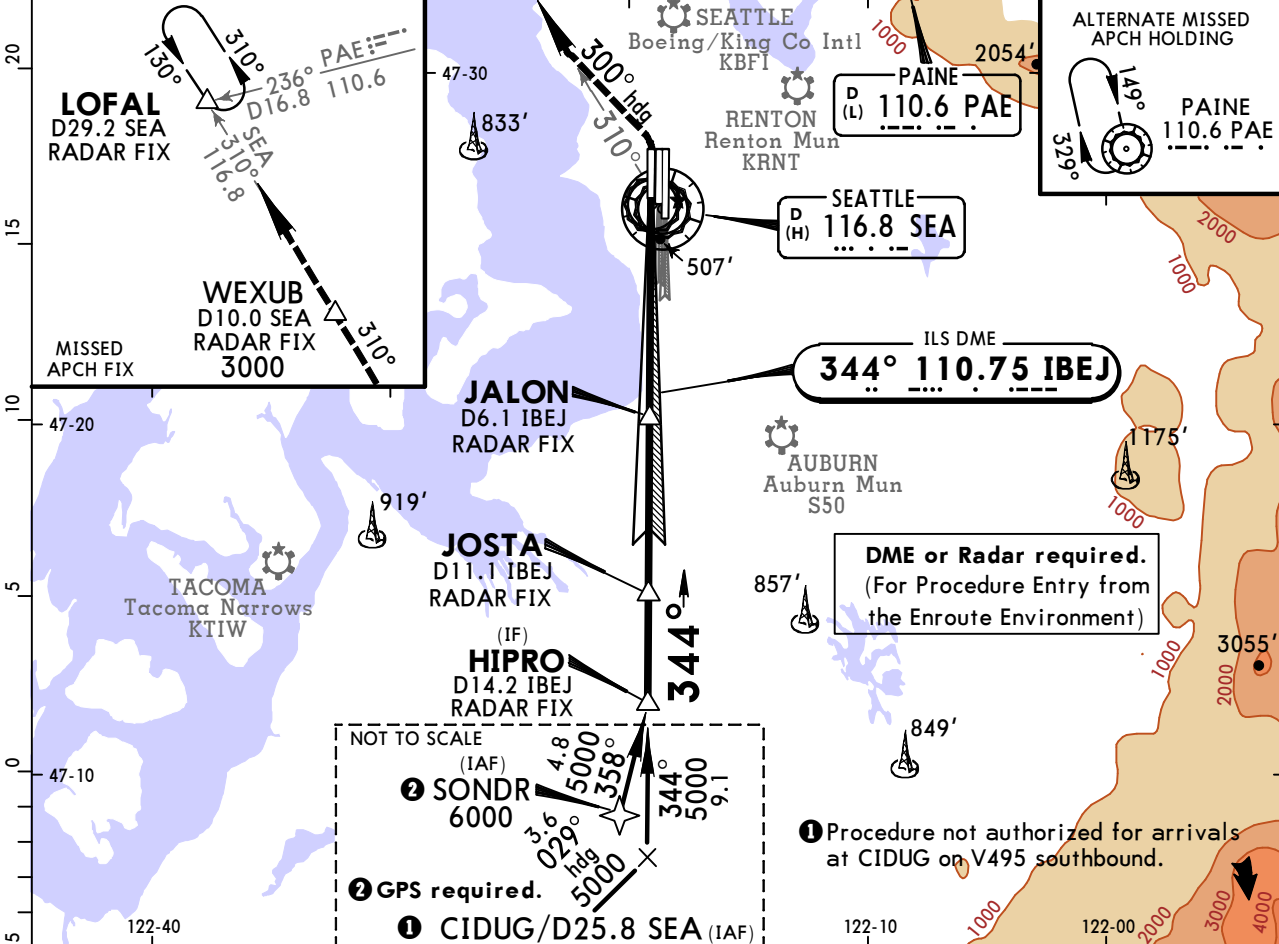
SEATTLE, WASH ILS Rwy 34L SA CAT I

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 IB EJ 110.75	Final Apch Crs 344°	GS JALON 2400' (2021')	SA CAT I ILS RA 213' DA(H) 529'(150')	Apt Elev 433'	TDZE 379'	

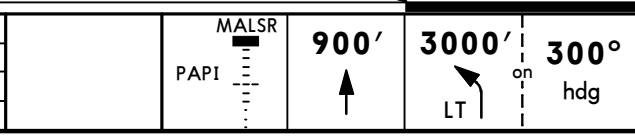


MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300° and outbound on SEA VOR R-310 to cross WEXUB/D10.0 SEA/RADAR and or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34 R/C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	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

JEPPESEN
6 OCT 17
Eff 12 Oct 21-4B

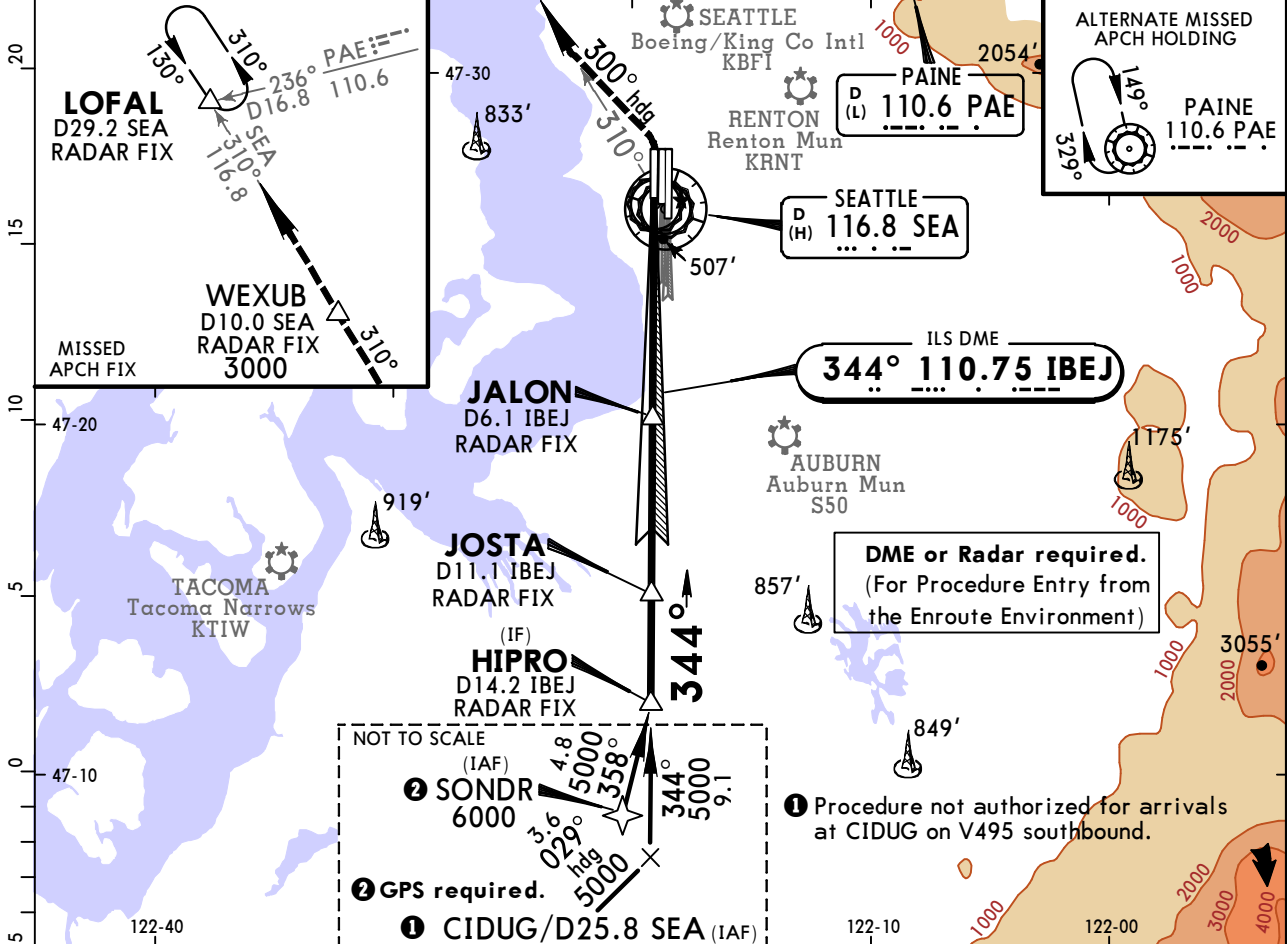
SEATTLE, WASH ILS Rwy 34L SA CAT II

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°	GS JALON 2400' (2021')	SA CAT II ILS RA 117' DA(H) 479'(100')	Apt Elev 433'	TDZE 379'	

MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300° and outbound on SEA VOR R-310 to cross WEXUB/D10.0 SEA/RADAR and 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'

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 34 R/C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').



HIPRO D14.2 IBEJ 5000'	JOSTA D11.1 IBEJ 4000'	JALON D6.1 IBEJ GS 2400'	TCH 55'		TDZE 379'
3.1		5.0		6.3	

Gnd speed-Kts	70	90	100	120	140	160	MALSR	900'	3000'	300°
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on hdg

TERPS STRAIGHT-IN LANDING RWY 34L

SA CAT II ILS
RA 117'
DA(H) 479'(100')

RVR 12

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

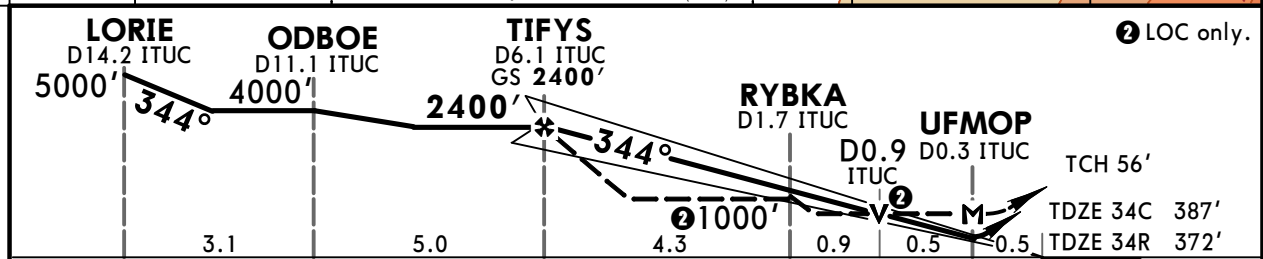
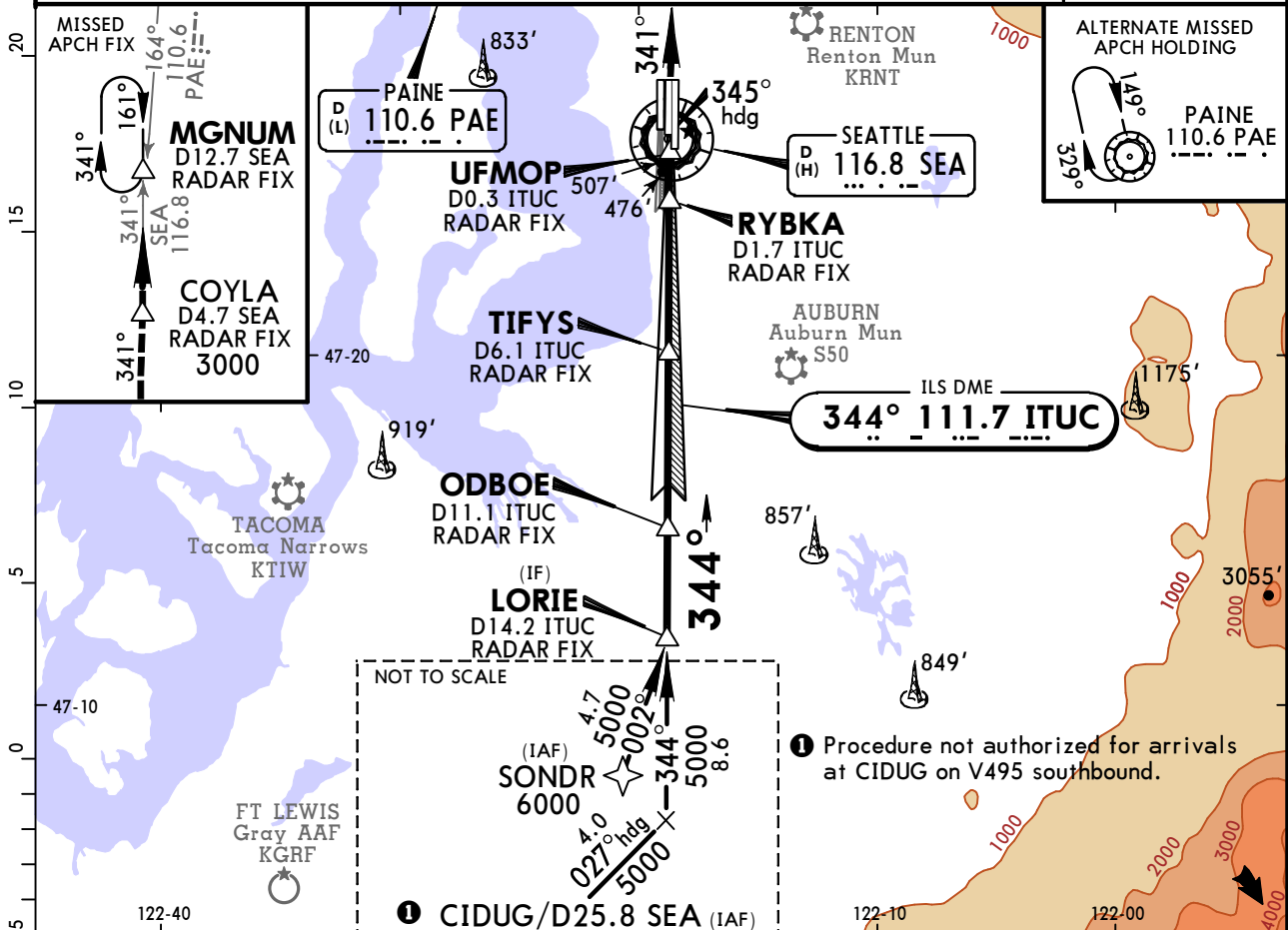
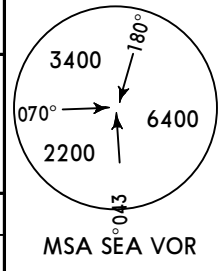
TERPS AMEND 1E 12 OCT 2017

KSEA/SEA -TACOMA INTL

JEPPesen
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°	GS TIFYS 2400' (2013')	ILS DA(H) 604' (217')	Apt Elev 432' TDZE 387'
MISSED APCH: Climb on heading 345° 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'
DME or RADAR required, From SONDR: RNAV 1-GPS required.				
1. Simultaneous approach authorized with Rwy 34L. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75'). 3. MALS & PAPI-L on Rwy 34R.				



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	SEA	COYLA
GS	3.00°	372	478	531	637	849	PAPI	345°	116.8	R-341
MAP at UFMOP or TIFYS to MAP	5.7	4:53	3:48	3:25	2:51	2:08		hdg		

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

CHANGES: Notes, minimums.

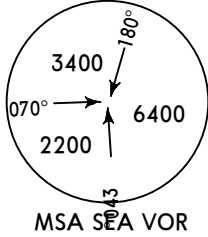
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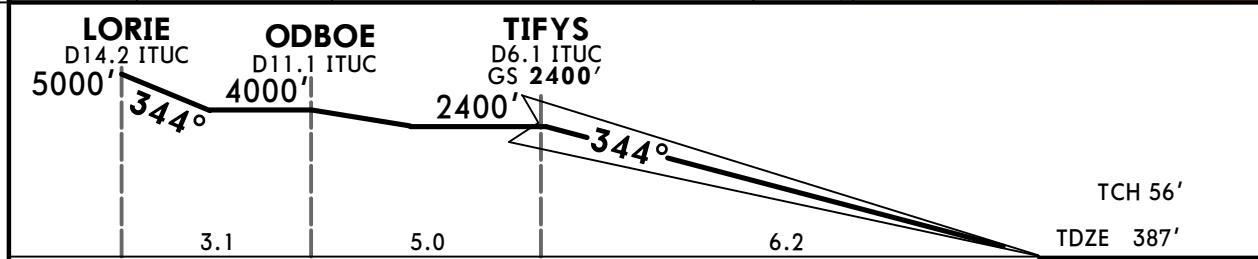
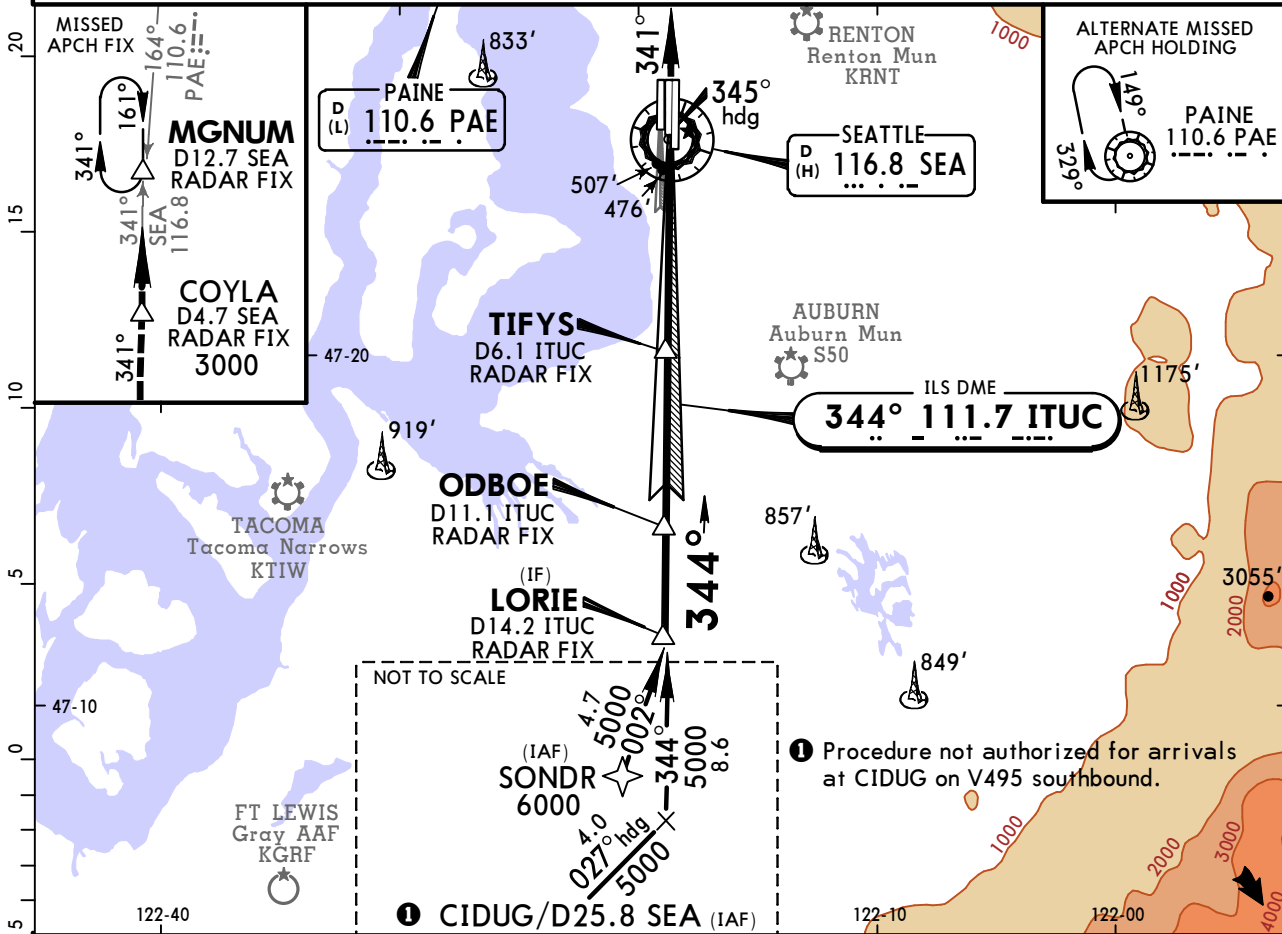
TERPS AMEND 3E 21 JUN 2018

KSEA/SEA -TACOMA INTL

JEPPESSEN
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°	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° 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'		
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 ↑	SEA 345° hdg and 116.8 R-341	COYLA
GS	3.00°	372	478	531	637	849				

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.

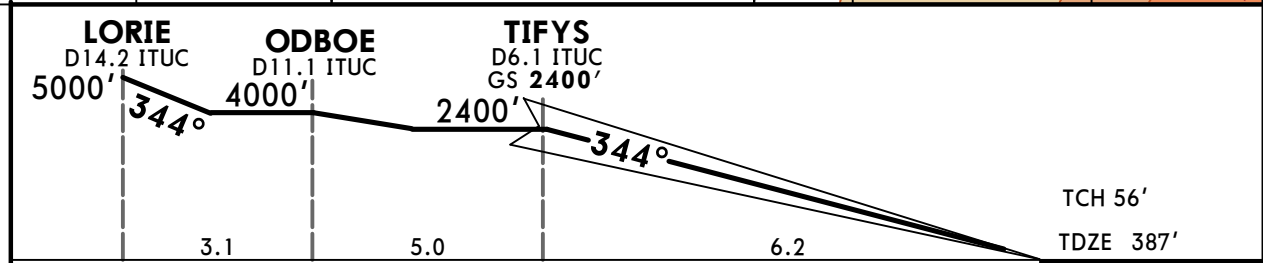
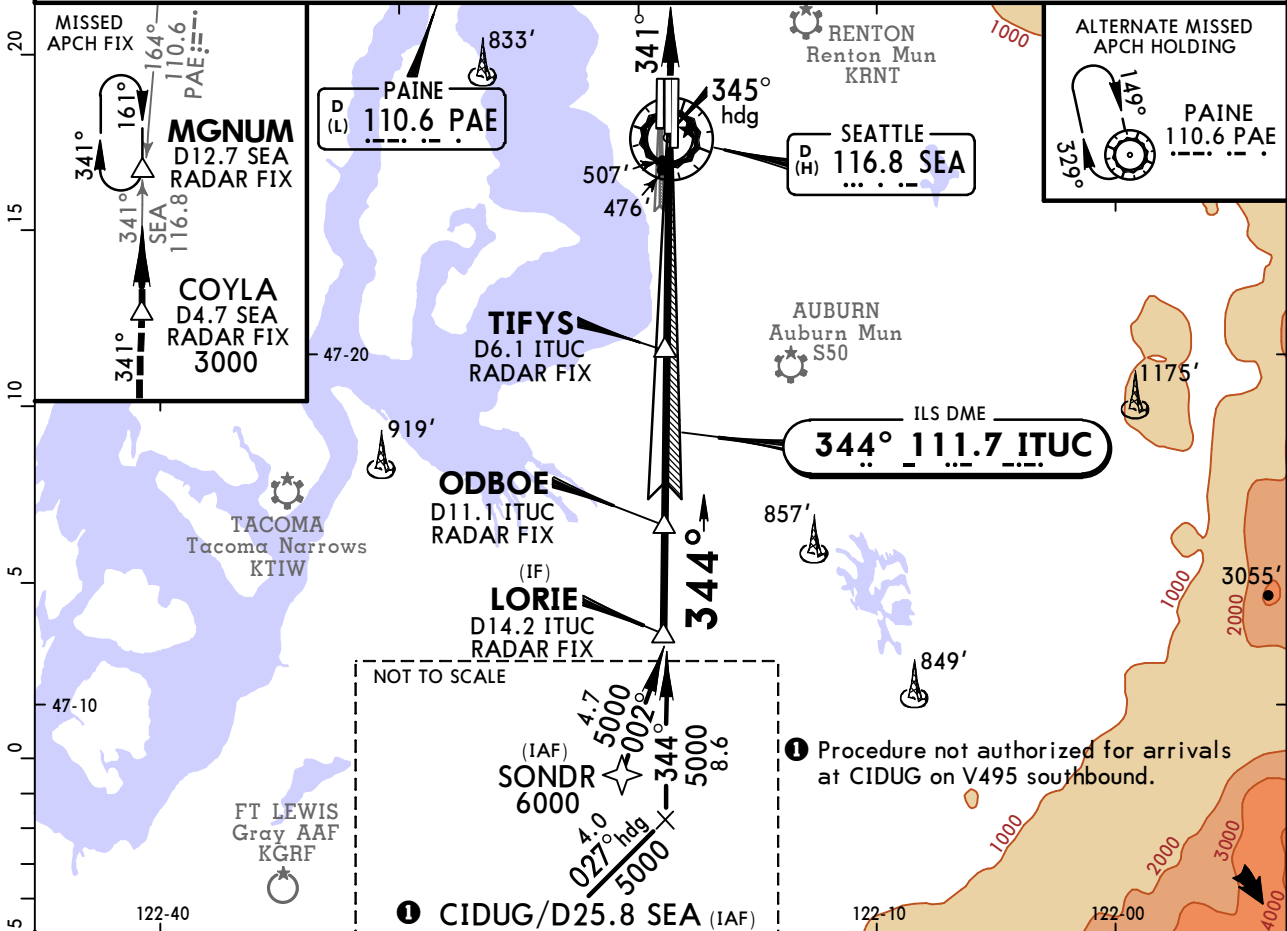
TERPS AMEND 3E 21 JUN 2018

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°	GS TIFYS 2400' (2013')	SA CAT II ILS RA 112' DA(H) 487'(100')		Apt Elev 432' TDZE 387'			
MISSED APCH: Climb on heading 345° 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'		
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° hdg	SEA 116.8 R-341	COYLA
GS	3.00°	372	478	531	637	743					

TERPS STRAIGHT-IN LANDING RWY 34C

SA CAT II ILS
RA 112'
DA(H) 487'(100')

RVR 12

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

KSEA/SEA -TACOMA INTL



SEATTLE, WASH

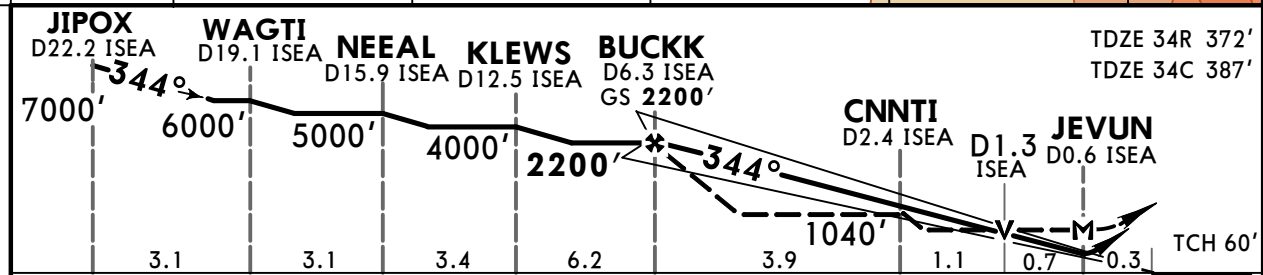
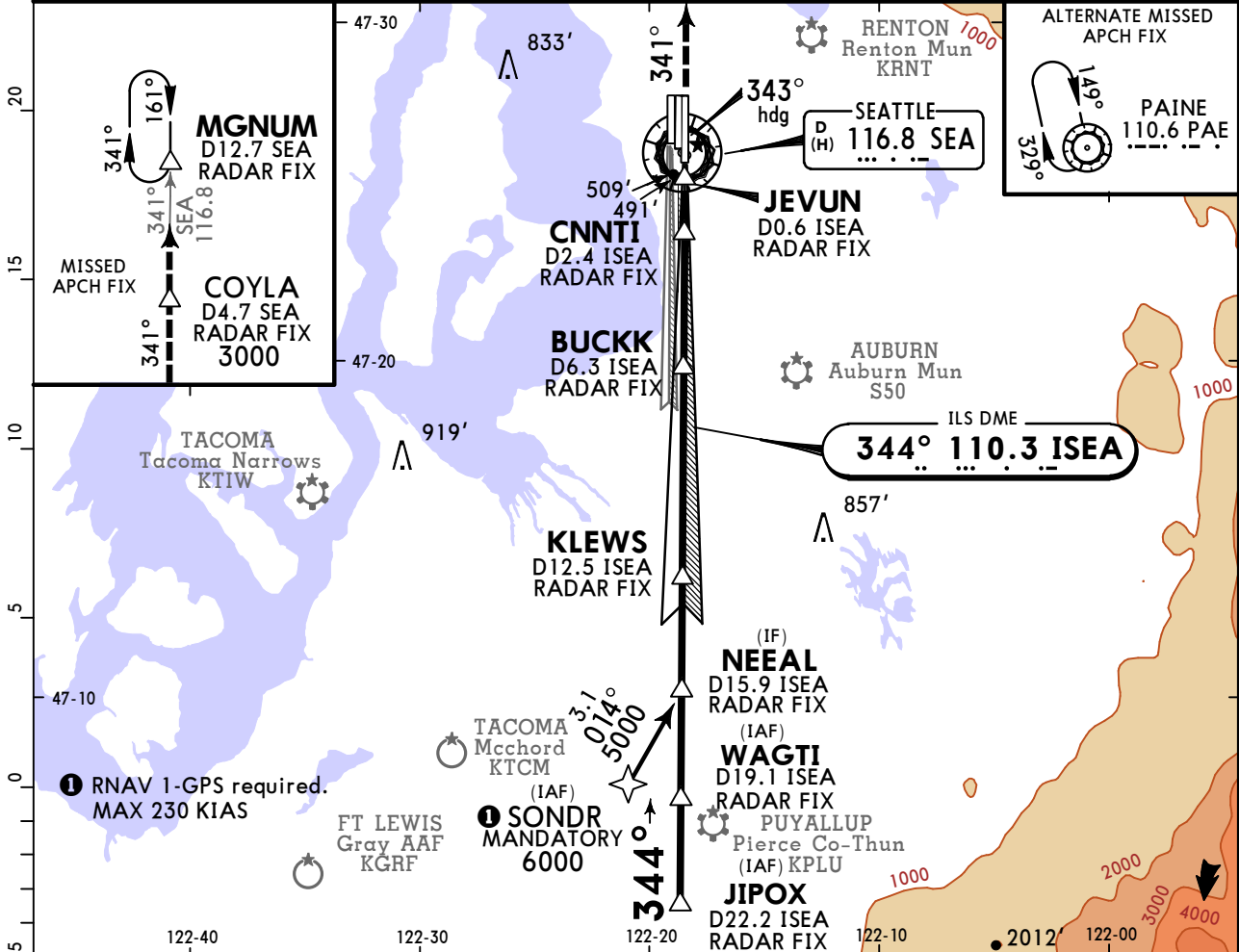
22 FEB 19

21-6

Eff 28 Feb

ILS or LOC 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
LOC ISEA 110.3	Final Apch Crs 344°	GS BUCKK 2200' (1828')	ILS DA(H) 572' (200')	Apt Elev 432' TDZE 34R 372'		<p>MSA SEA VOR</p>
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. MALSR & PAPI-L on Rwy 34C.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	3000' 	343° hdg	SEA 116.8 and R-341	COYLA	
GS	2.75°	340	438	486	584	681						778
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 DA(H) 572' (200')		LOC (GS out) MDA(H) 740' (368')		MDA(H) 760' (373')			
	FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
	A			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 1/4	RVR 55 or 1	120	1000' (568') - 1 1/2
C						140	1000' (568') - 2	
D						165	1000' (568') - 2	

KSEA/SEA -TACOMA INTL



SEATTLE, WASH

22 FEB 19

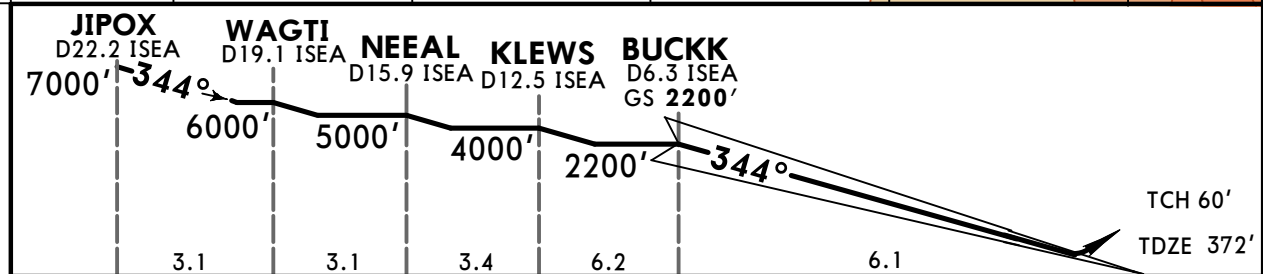
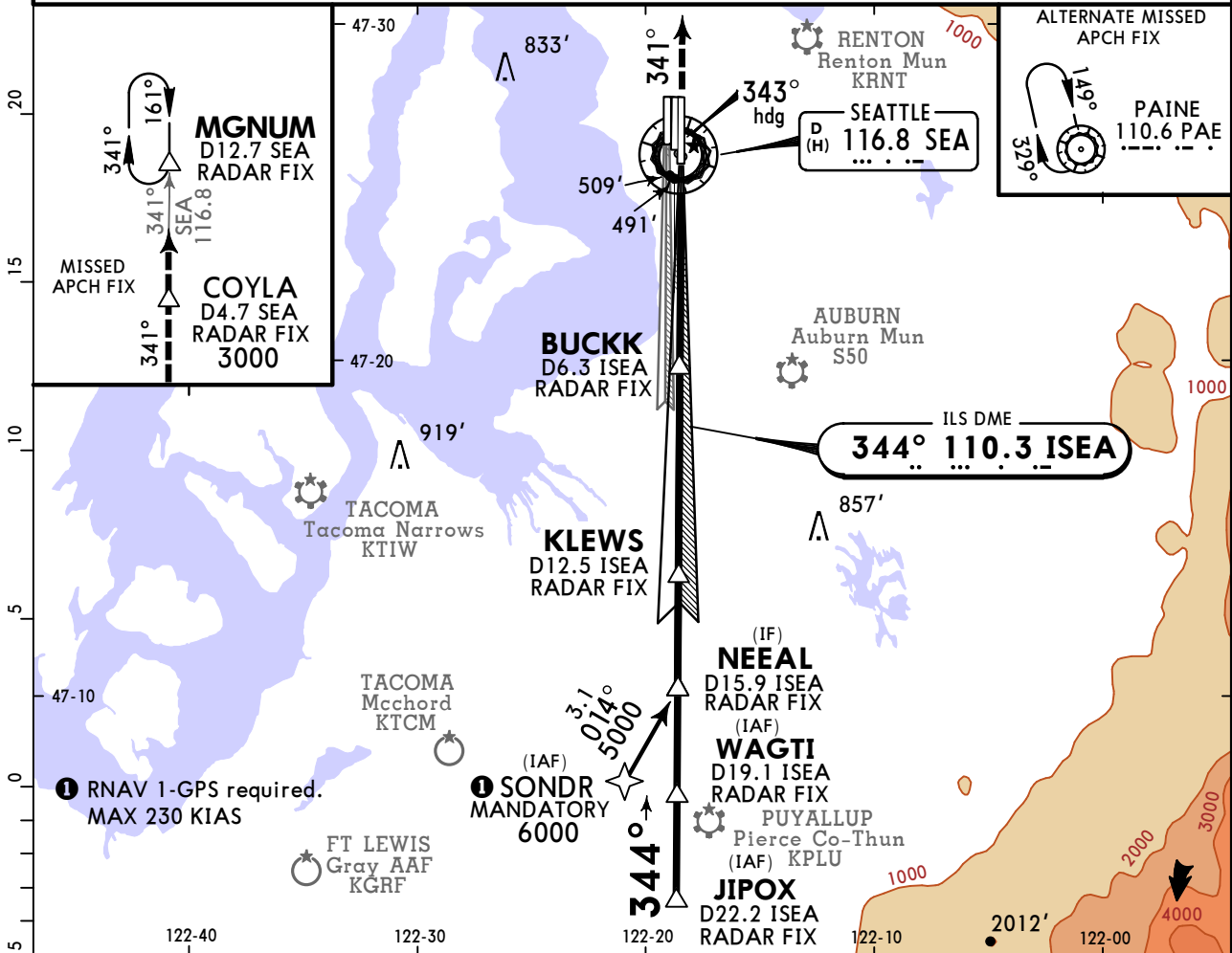
21-6A Eff 28 Feb

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
LOC ISEA 110.3	Final Apch Crs 344°	GS BUCKK 2200' (1828')	SA CAT I ILS RA 250' DA(H)522'(150')	Apt Elev 432' TDZE 372'		<p>MSA SEA VOR</p>
<p>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'.</p>						

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 PAPI	3000'	343° hdg	SEA and 116.8 R-341	COYLA
GS	2.75°	340	438	486	584	681					

TERPS STRAIGHT-IN LANDING RWY 34R
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.

TERPS AMEND 3 28 FEB 2019

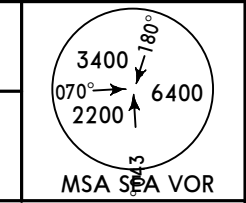
KSEA/SEA
-TACOMA INTL

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

SEATTLE, WASH
ILS Rwy 34R SA CAT II

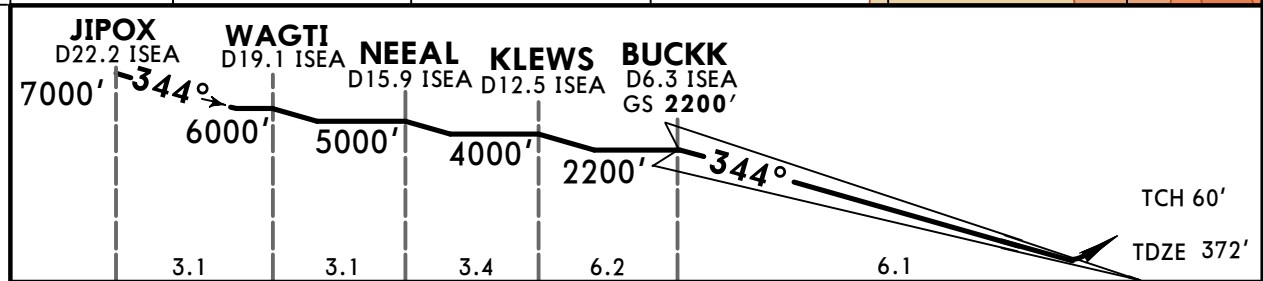
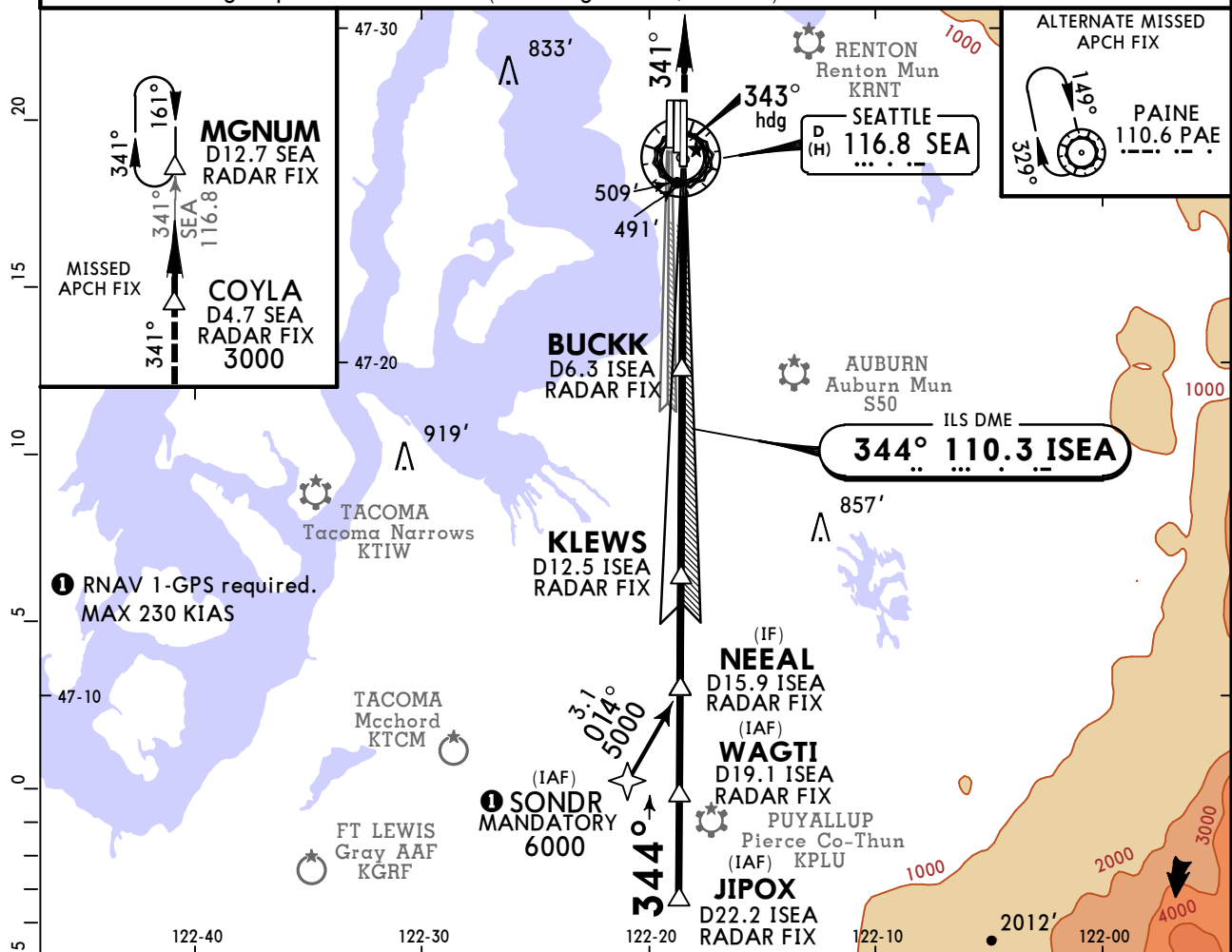
D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
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LOC ISEA 110.3	Final Apch Crs 344°	GS BUCKK 2200' (1828')	SA CAT II ILS RA 200' DA(H) 472' (100')	Apt Elev 432' TDZE 372'
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MISSED 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°	SEA 116.8 R-341	COYLA
GS	2.75°	340	438	486	584	681				

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

RVR 12

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

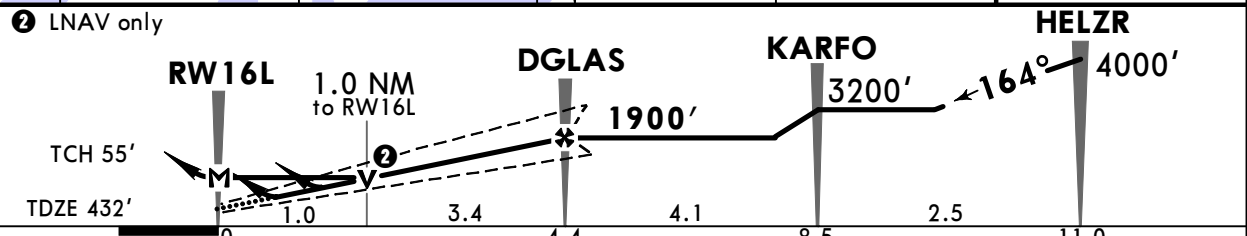
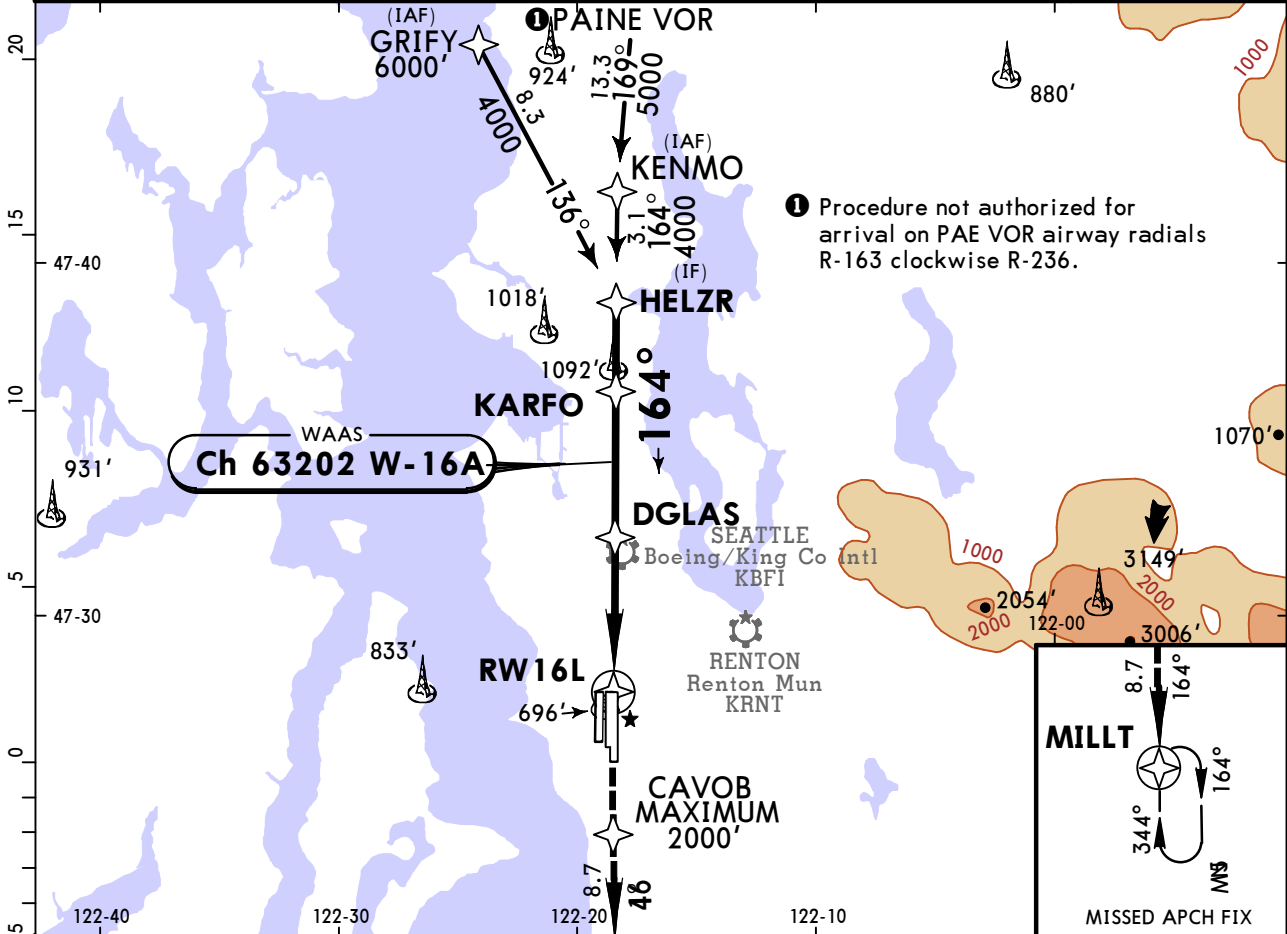
TERPS AMEND 3 28 FEB 2019

KSEA/SEA -TACOMA INTL

JEPPESSEN
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 Ch 63202 W-16A	Final Apch Crs 164°	Minimum Alt DGLAS 1900' (1468')	LPV DA(H) 700' (268')	Apt Elev 432' TDZE 432'
MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000', then climb to 5000' on track 164° to MILLT and hold, continue climb-in-hold to 5000'.				
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 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').				MSA RW16L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' or below CAVOB
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW16L							

TERPS		STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 700'(268')		DA(H) 766'(334')		MDA(H) 840'(408')			
ALS out		ALS out		ALS out			
A				RVR 24 or 1/2	RVR 50 or 1	90	1000'(568') - 1
B	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 60 or 1 1/8		120	
C				RVR 40 or 3/4	RVR 60 or 1/4	140	1000'(568') - 1 1/2
D						165	1000'(568') - 2

1 Not authorized during simultaneous operations.

TERPS AMEND 5B 21 JUN 2018

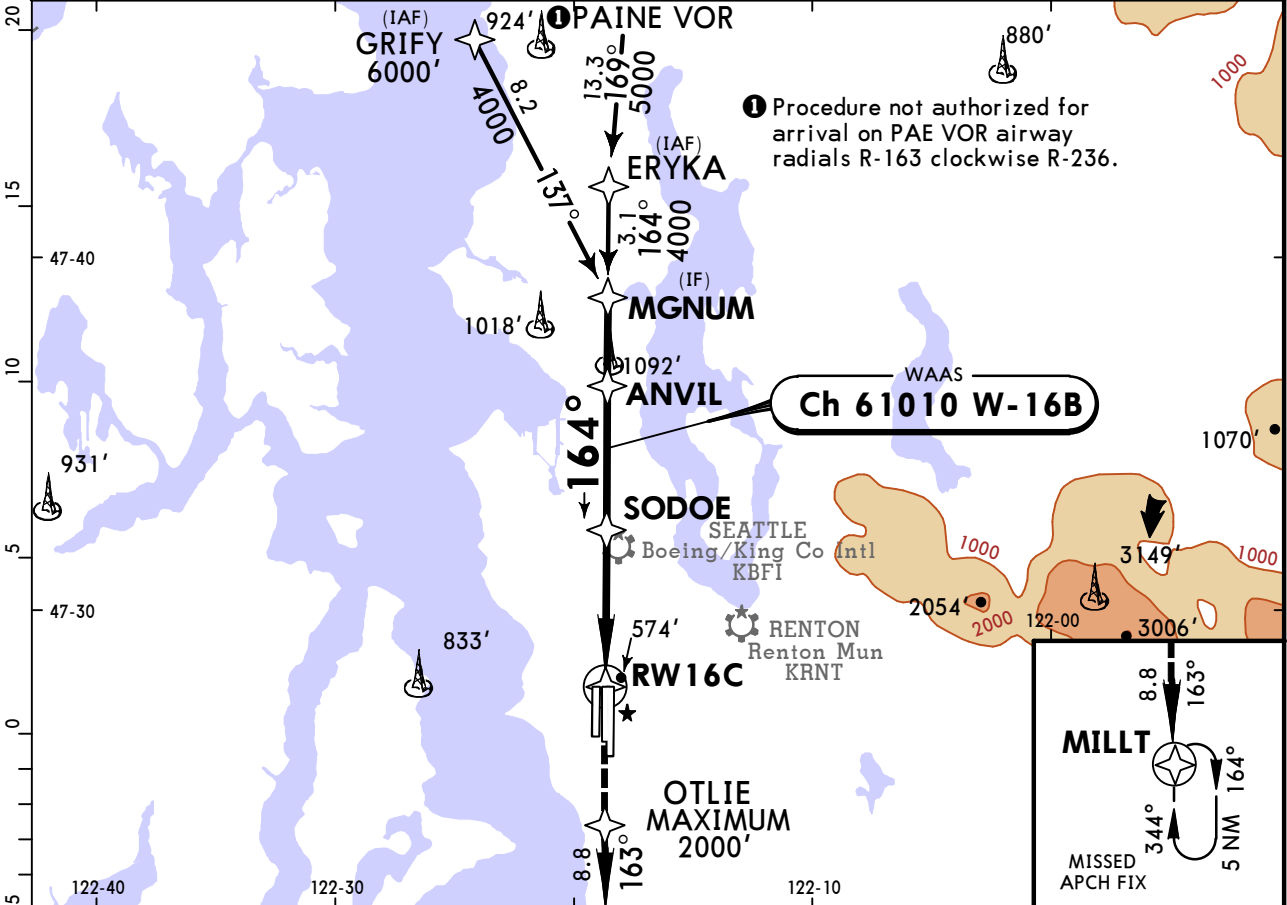
KSEA/SEA -TACOMA INTL



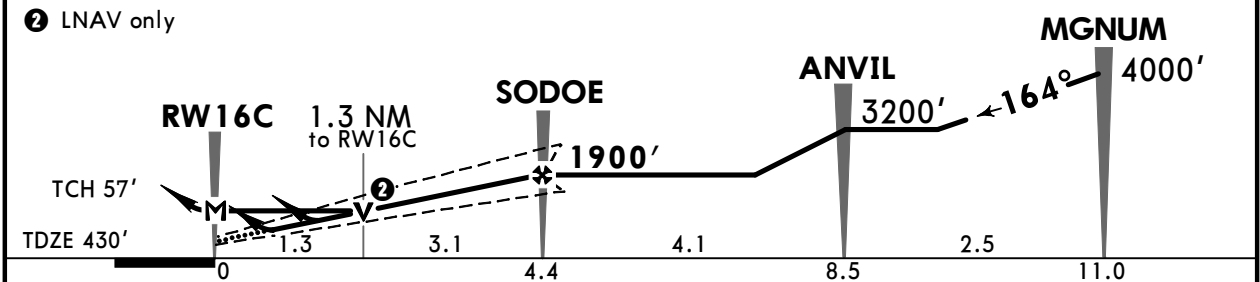
16 NOV 18 (22-2)

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 Ch 61010 W-16B	Final Apch Crs 164°	Minimum Alt SODOE 1900' (1470')	LPV DA(H) 630' (200')	Apt Elev 433' TDZE 430'				
MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' on track 163° to MILLT and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -6°C (22°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 75'). 4. See 20-9A2 for Alert Notice.								



② LNAV only



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000' or below	D → OTLIE
Glide Path Angle	3.00°	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW16C									

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

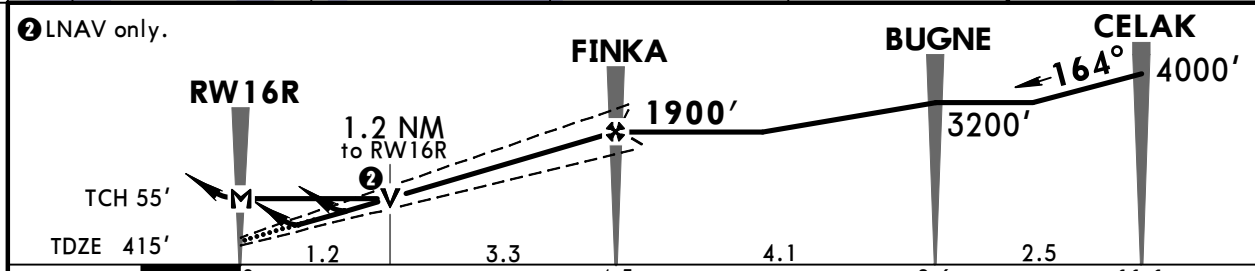
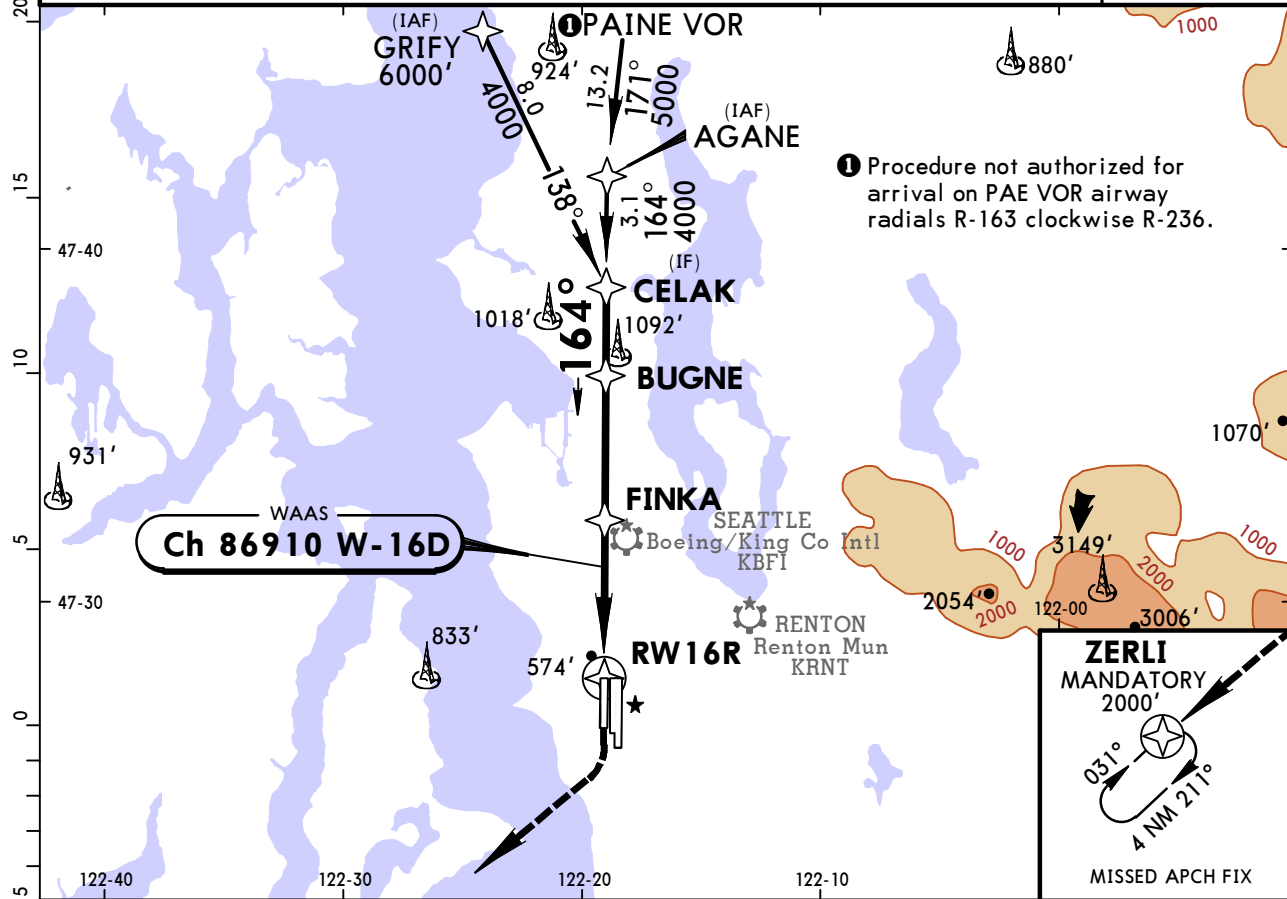
TERPS AMEND 3A 12 OCT 2017

KSEA/SEA -TACOMA INTL

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

SEATTLE, WASH RNAV (GPS) Y 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
WAAS Ch 86910 W-16D	Final Apch Crs 164°	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'.								
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').								
Procedure not authorized for arrival on PAE VOR airway radials R-163 clockwise R-236.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	MANDATORY 2000'	ZERLI
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW16R										

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

1 Not authorized during simultaneous operations.

CHANGES: MagVar, courses, notes, minimums.

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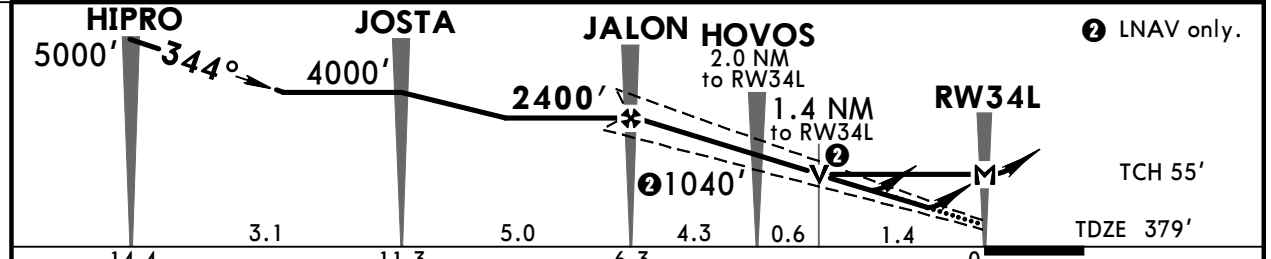
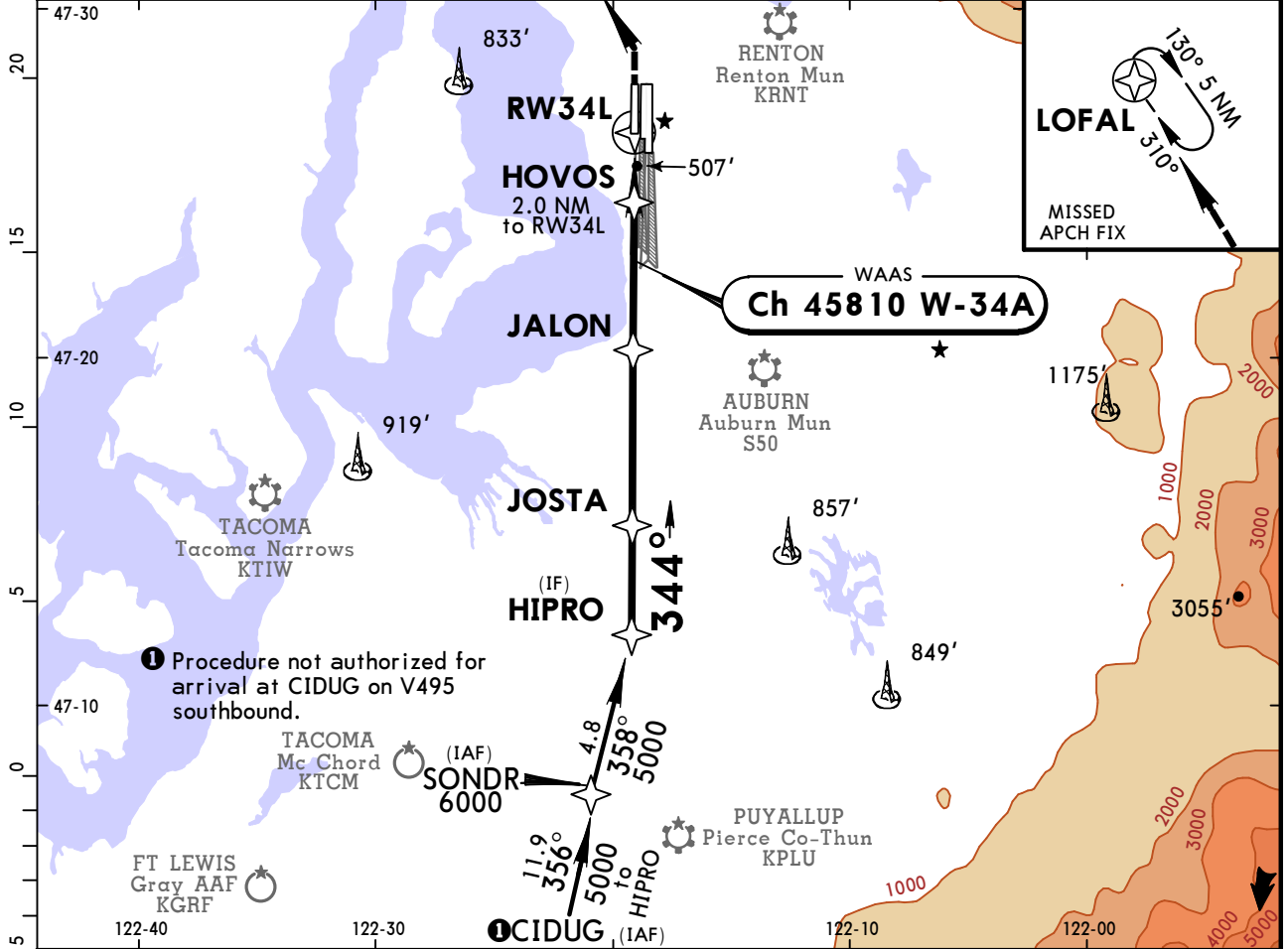
TERPS AMEND 2A 12 OCT 2017

KSEA/SEA -TACOMA INTL

JEPPESEN
6 OCT 17
Eff 12 Oct 22-4

SEATTLE, WASH RNAV (GPS) Y 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
WAAS Ch 45810 W-34A	Final Apch Crs 344°	Minimum Alt JALON 2400' (2021')	LPV DA(H) 579' (200')	Apt Elev 433' TDZE 379'		6400 MSA RW34L		
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -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	743	PAPI	↑	LT ↓	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW34L										

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

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

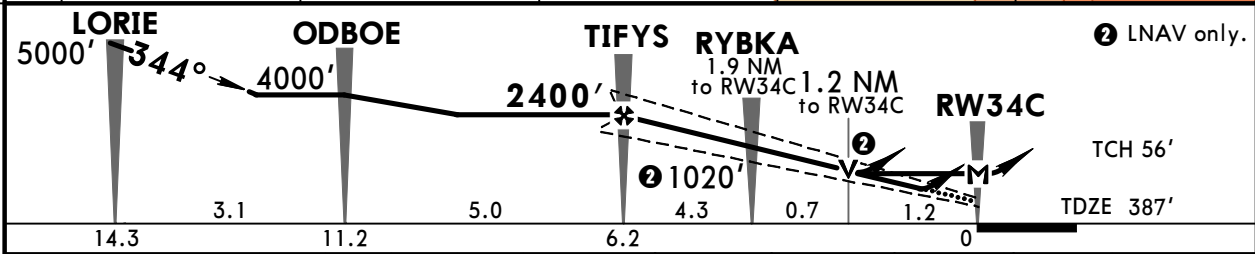
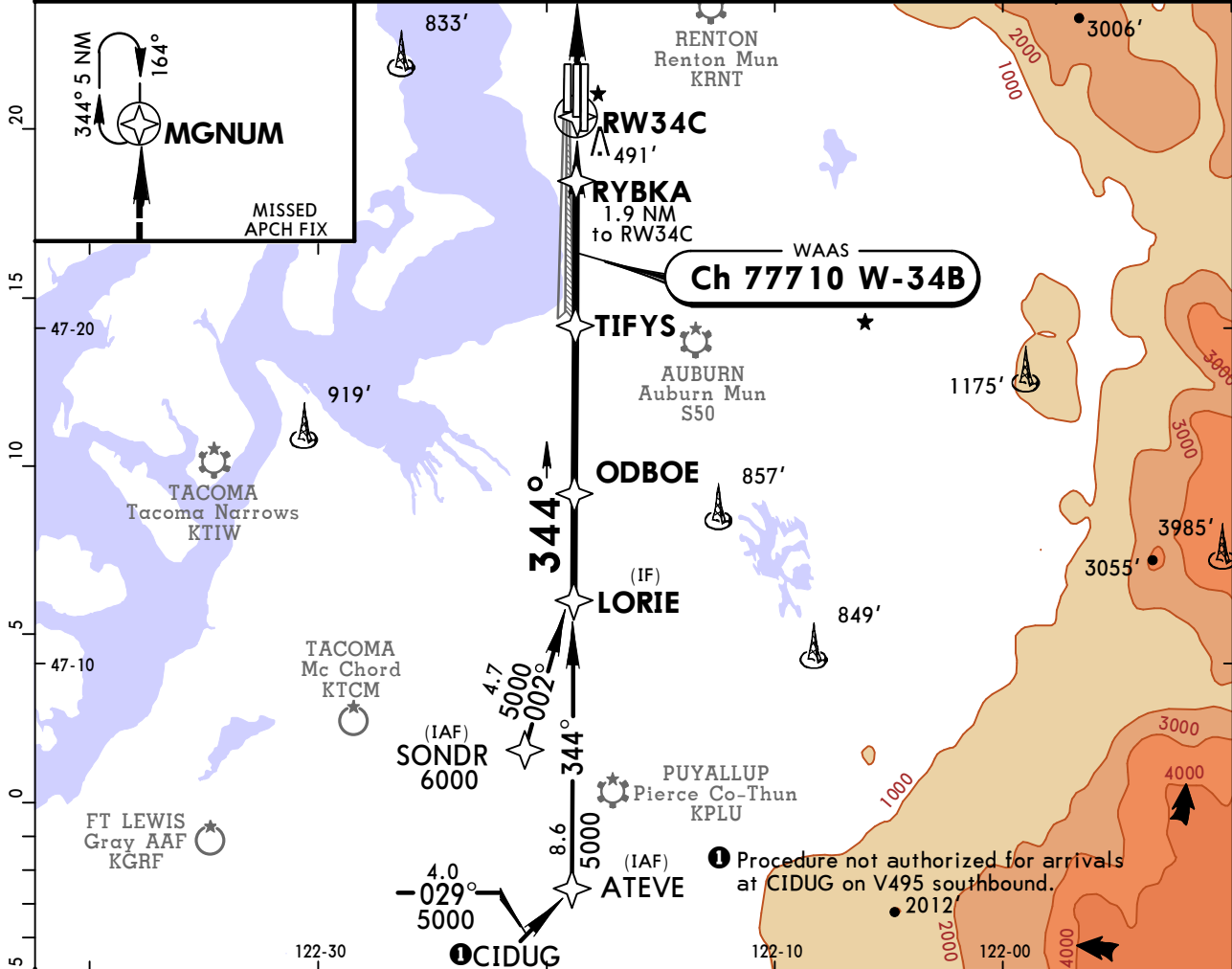
TERPS AMEND 1C 12 OCT 2017

KSEA/SEA -TACOMA INTL

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

SEATTLE, WASH RNAV (GPS) Y Rwy 34C

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 77710 W-34B		Final Apch Crs 344°		Minimum Alt TIFYS 2400' (2013')		LPV DA(H) 610' (223')		Apt Elev 432' TDZE 387'	
	MISSED APCH: Climb to 5000' direct MGNM and hold, continue climb-in-hold to 5000'.									
	Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			6400
	RNP APCH									
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').										



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

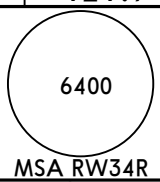
TERPS AMEND 2D 21 JUN 2018	TERPS						STRAIGHT-IN LANDING RWY 34C		CIRCLE-TO-LAND	
	LPV DA(H) 610' (223')		LNAV/VNAV DA(H) 839' (452')		LNAV MDA(H) 880' (493')					
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		Max Kts	
									90	
	A		B		C		D		120	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		RVR 24 or 1/2		
								RVR 55 or 1 1/4		
								1 3/4		
								140		
								165		
								1000' (568') - 1		
								1000' (568') - 1 1/2		
								1000' (568') - 2		

KSEA/SEA -TACOMA INTL

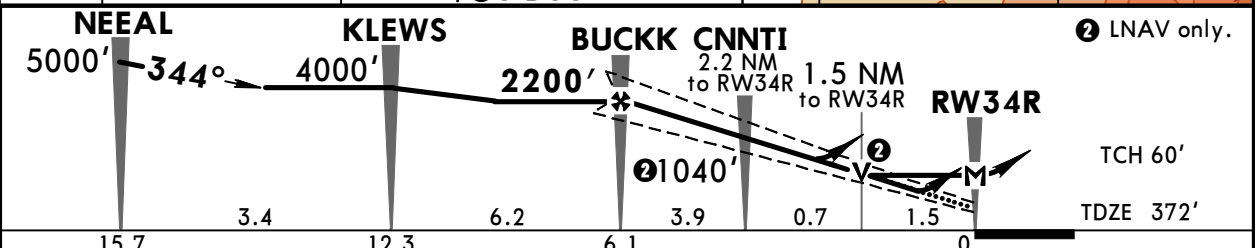
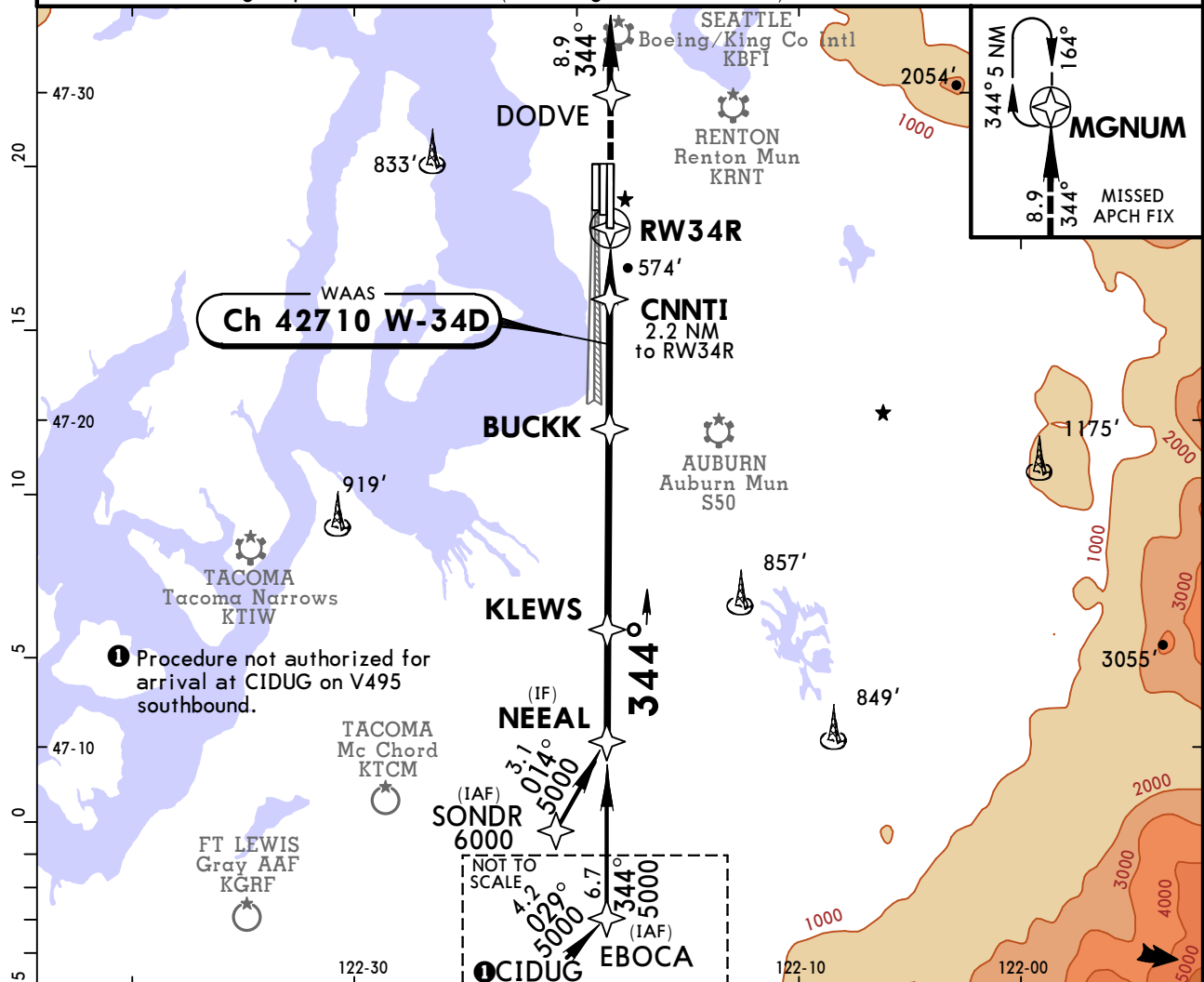
JEPPESSEN
15 JUN 18 **22-6**

SEATTLE, WASH RNAV (GPS) Y Rwy 34R

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 42710 W-34D		Final Apch Crs 344°		Minimum Alt BUCKK 2200' (1828')		LPV DA(H) 572' (200')		Apt Elev 433' TDZE 372'	
	MISSED APCH: Climb to 3000' direct DODVE then climb to 5000' on track 344° to MGNM and hold, continue climb-in-hold to 5000'.									



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	MALSR PAPI	3000'	D → DODVE
Glide Path Angle	2.75°	340	438	486	584	681			
LPV, LNAV/VNAV: MAP at DA									

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

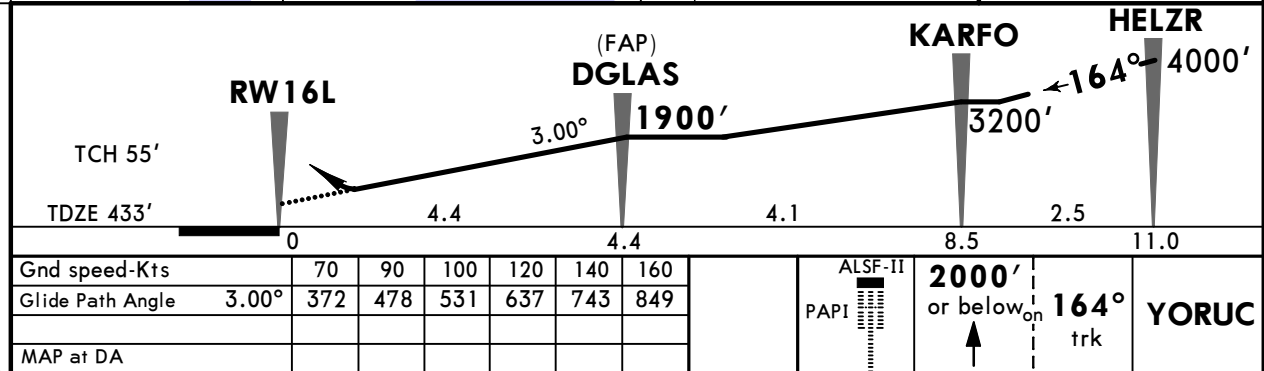
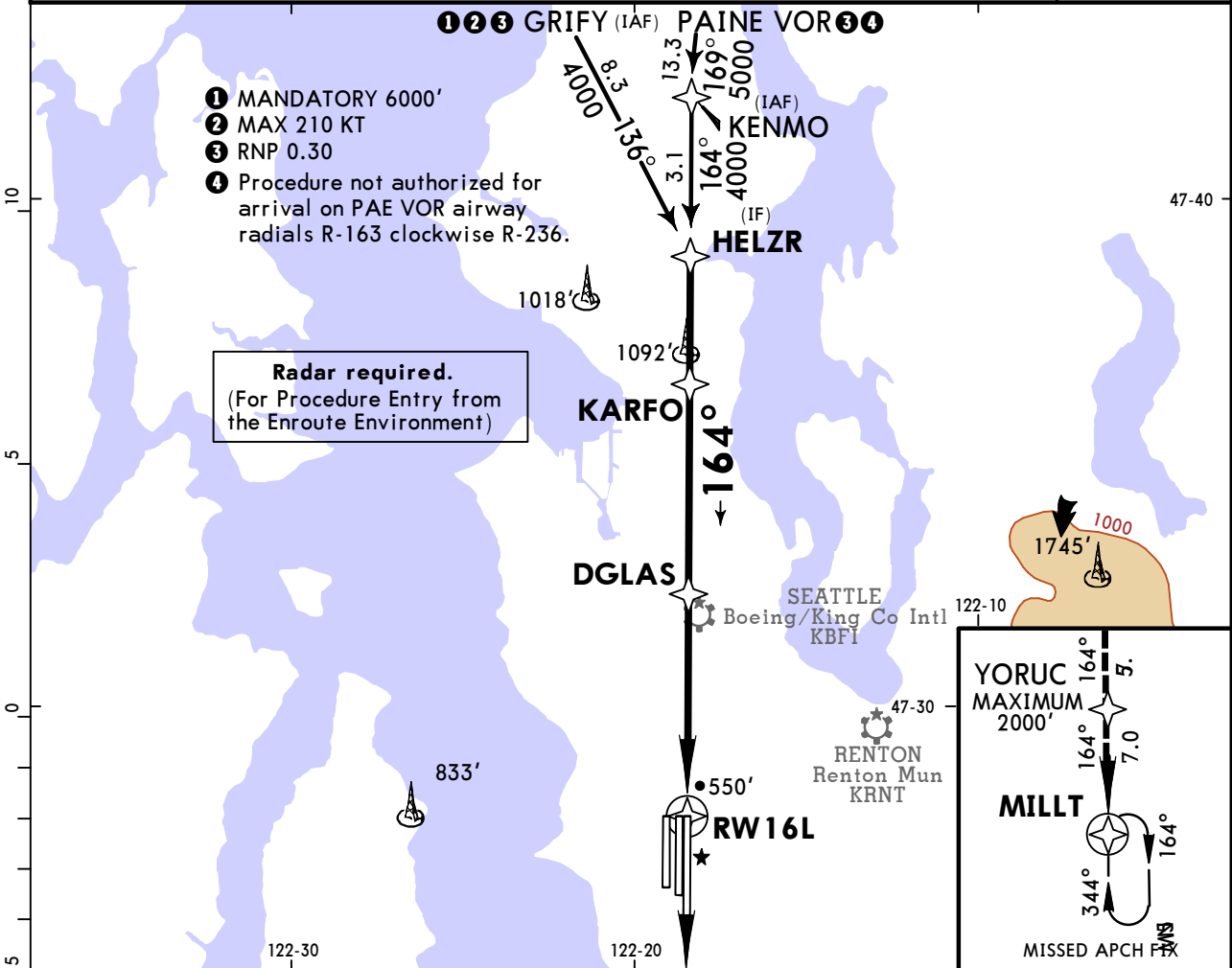
1 Not authorized during simultaneous operations.
2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

KSEA/SEA -TACOMA INTL

JEPESEN
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°	Minimum Alt DGLAS 1900' (1467')	RNP 0.30 DA(H) 842' (409')	Apt Elev 433' TDZE 433'
MISSED APCH: Climb on track 164° to cross YORUC at or below 2000', then climb to 5000' on track 164° to MILLT and hold, continue climb-in-hold to 5000'.				<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">6400</div> <p>MSA RW16L</p>
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°/TCH 79').				



TERPS		STRAIGHT-IN LANDING RWY 16L	
RNP 0.30		ALS out	
DA(H) 842' (409')			
A		B	
B	RVR 45 or $\frac{7}{8}$	C	$\frac{1}{8}$
C		D	

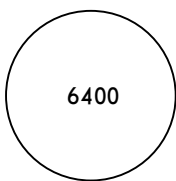
TERPS AMEND 2A 12 OCT 2017

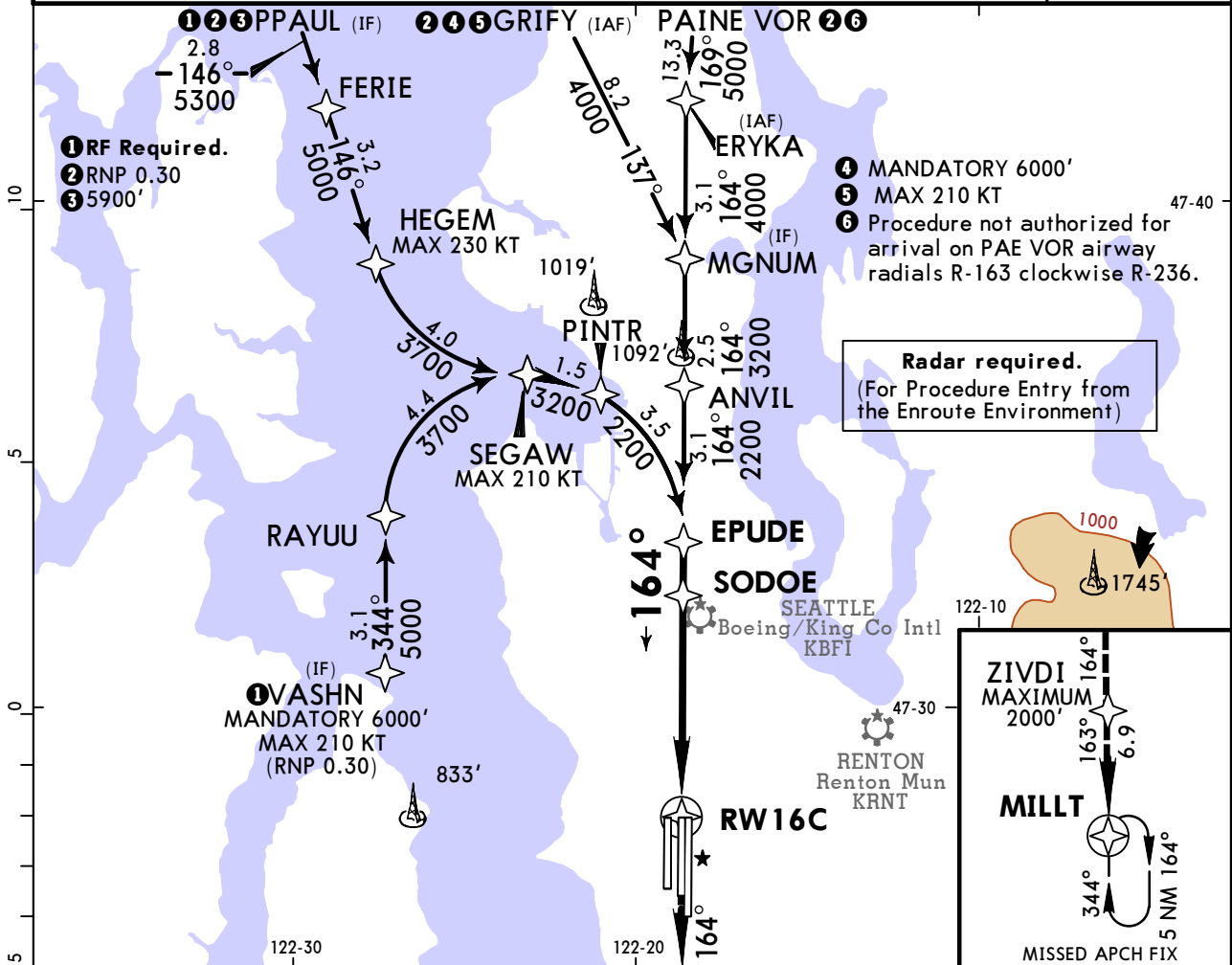
KSEA/SEA
-TACOMA INTL

16 NOV 18

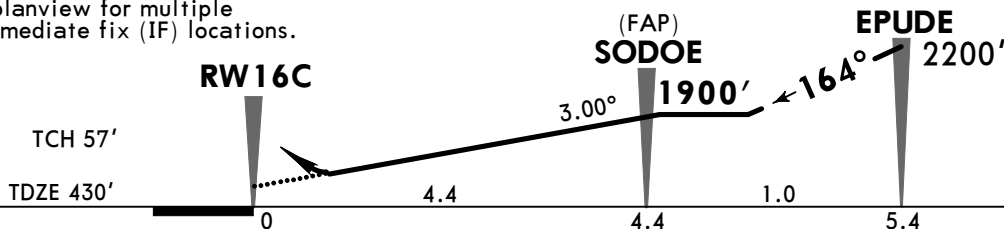
(22-21)

SEATTLE, WASH
RNAV (RNP) Z 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
RNAV	Final Apch Crs 164°	Minimum Alt SODOE 1900' (1470')	RNP 0.12 DA(H) 758' (328')	Apt Elev 433' TDZE 430'
MISSED APCH: Climb direct ZIVDI to cross ZIVDI at or below 2000', then climb to 5000' on track 163° to MILLT and hold, continue climb-in-hold to 5000'.				 6400 MSA RW16C
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.				



See planview for multiple intermediate fix (IF) locations.



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

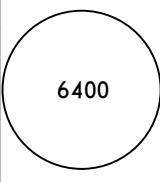
ALSF-II
PAPI
2000' or below
D → ZIVDI

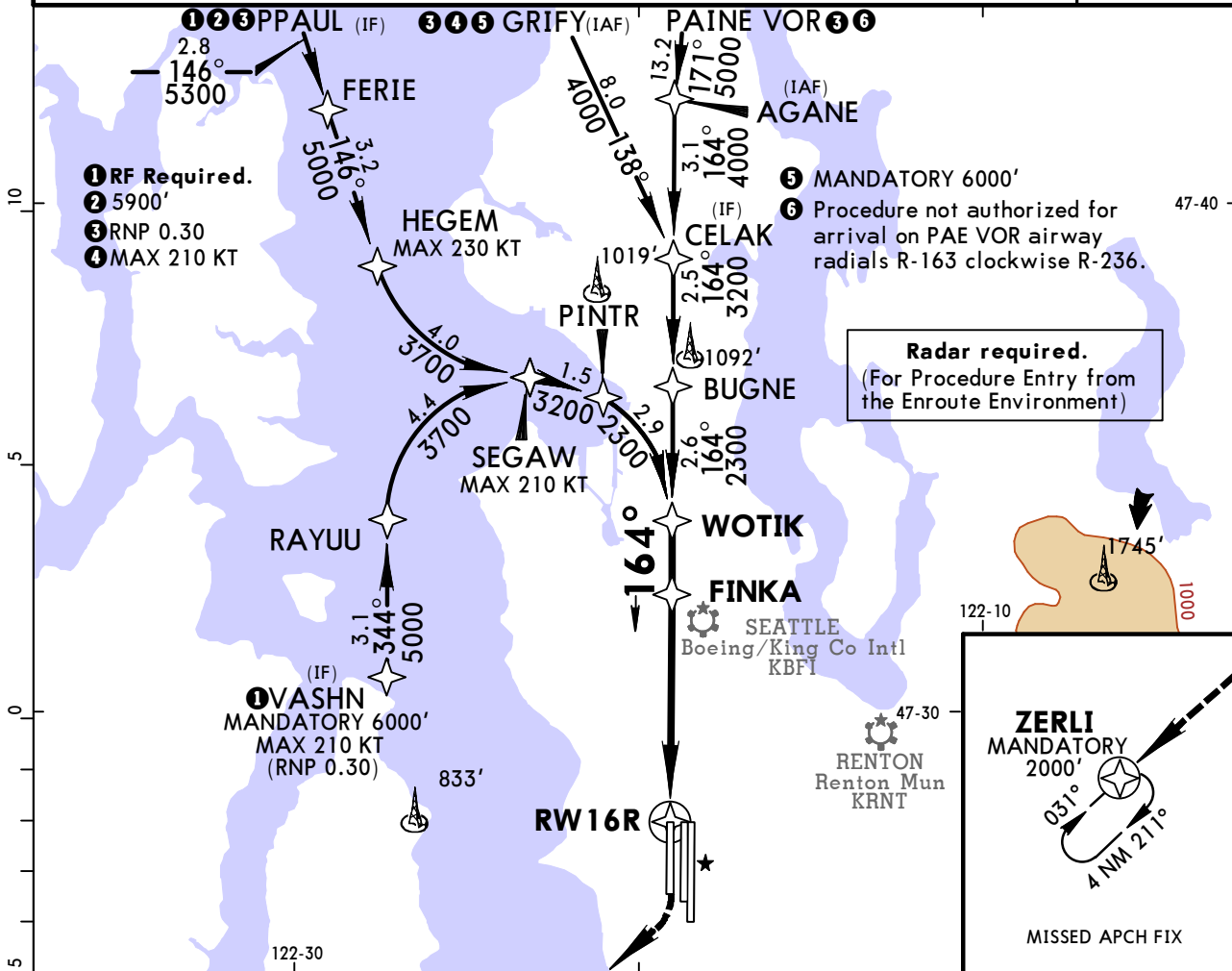
TERPS		STRAIGHT-IN LANDING RWY 16C	
RNP 0.12 DA(H) 758' (328')		RNP 0.30 DA(H) 834' (404')	
ALS out		ALS out	
A			
B			
C	RVR 29 or 5/8	RVR 52 or 1 1/4	RVR 43 or 7/8
D			1 3/8

KSEA/SEA -TACOMA INTL

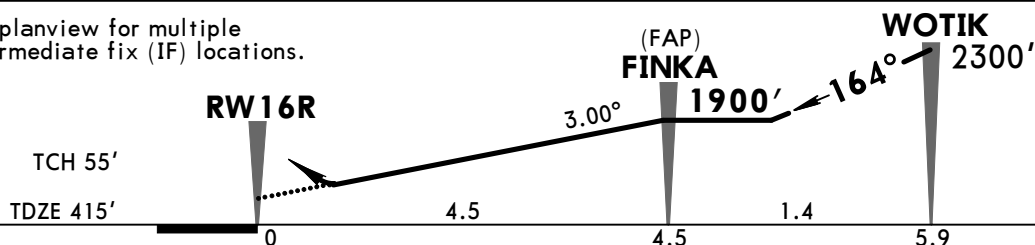
JEPPESEN
6 OCT 17
Eff 12 Oct (22-22)

SEATTLE, WASH RNAV (RNP) Z Rwy 16R

D-ATIS 118.0	SEATTLE Approach (R) 133.65	Rwys 16L/16C/34C/34R 119.9	SEATTLE Tower Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 164°	Minimum Alt FINKA 1900' (1485')	RNP 0.15 DA(H) 770' (355')	Apt Elev 433' TDZE 415'
MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at 2000' and hold. When authorized by ATC, continue climb-in-hold to 5000'.				 6400 MSA RW16R
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').				



See planview for multiple intermediate fix (IF) locations.



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

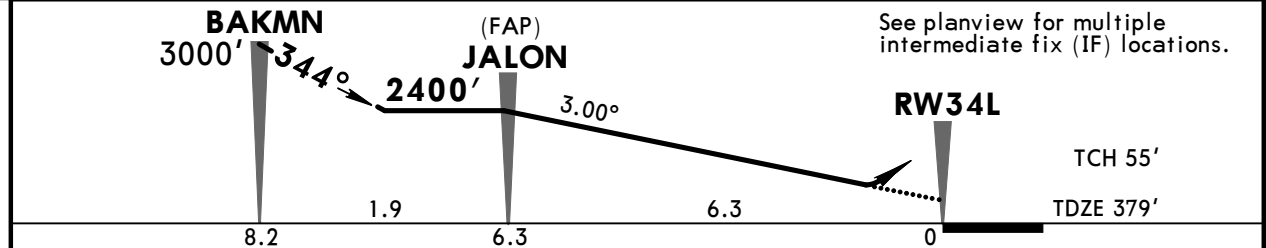
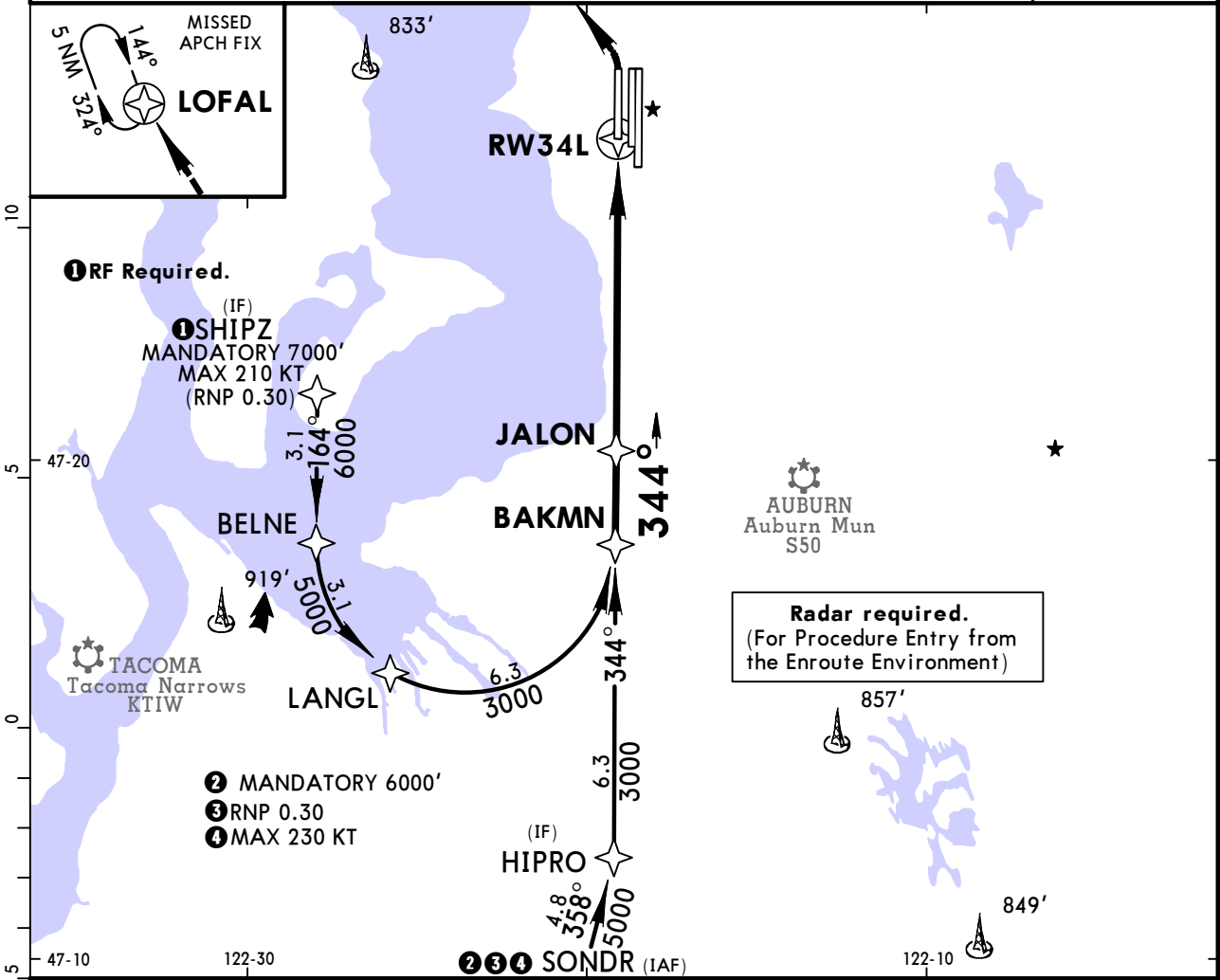
TERPS				STRAIGHT-IN LANDING RWY 16R			
RNP 0.15 DA(H) 770' (355')		RNP 0.30 DA(H) 854' (439')		ALS out		ALS out	
A							
B							
C	RVR 34 or $\frac{3}{4}$	RVR 58 or $1\frac{1}{4}$	RVR 50 or 1				$1\frac{1}{2}$
D							

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	Rwys 16L/16C/34C/34R 119.9	SEATTLE Tower Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 344°	Minimum Alt JALON 2400' (2021')	RNP 0.15 DA(H) 695' (316')	Apt Elev 433' TDZE 379'
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 75').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 900' ↑ 5000' ↘ ↗ D → L OFAL
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at DA							

TERPS				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	RVR 50 or 1		RVR 50 or 1		1 3/8	
B							
C	RVR 40 or 3/4						
D							

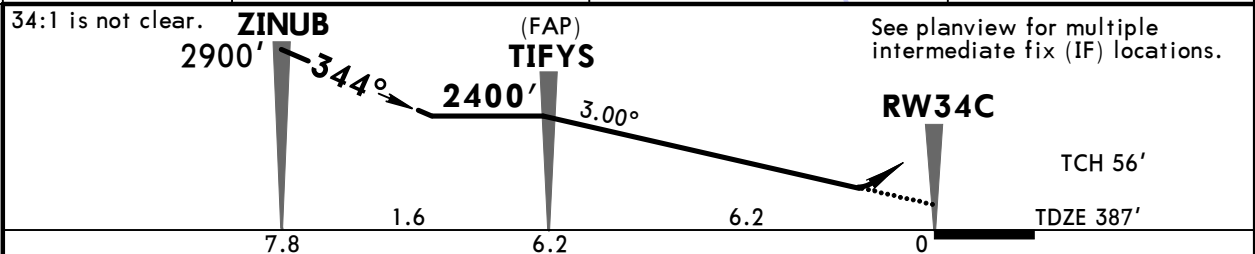
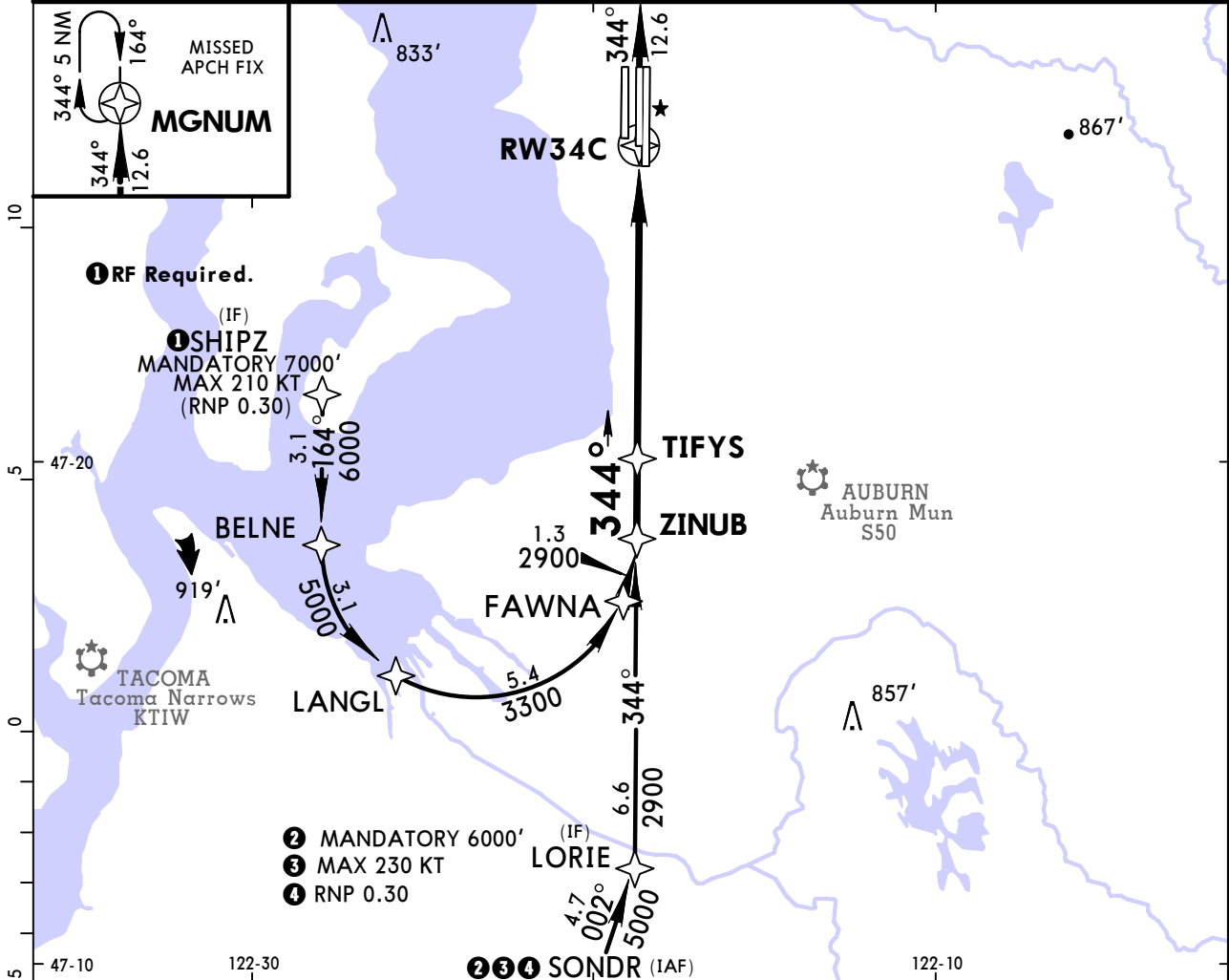
CHANGES: Courses, notes, minimums.

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°	Minimum Alt TIFYS 2400' (2013')	RNP 0.30 DA(H) 829' (442')
Apt Elev 432' TDZE 387'			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>6400</p> <p>MSA RW34C</p>
MISSED APCH: Climb to 5000' on track 344° to MGNUM and hold, continue climb-in-hold to 5000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
RNP AR Apch			
<p>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°/TCH 73').</p>			



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000'	on 344°	MGNUM
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

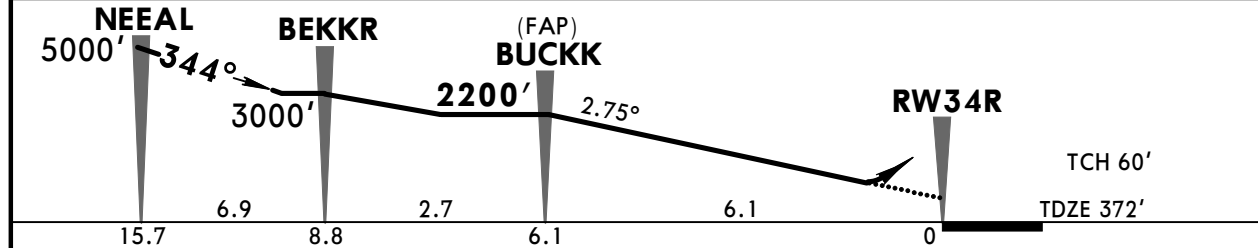
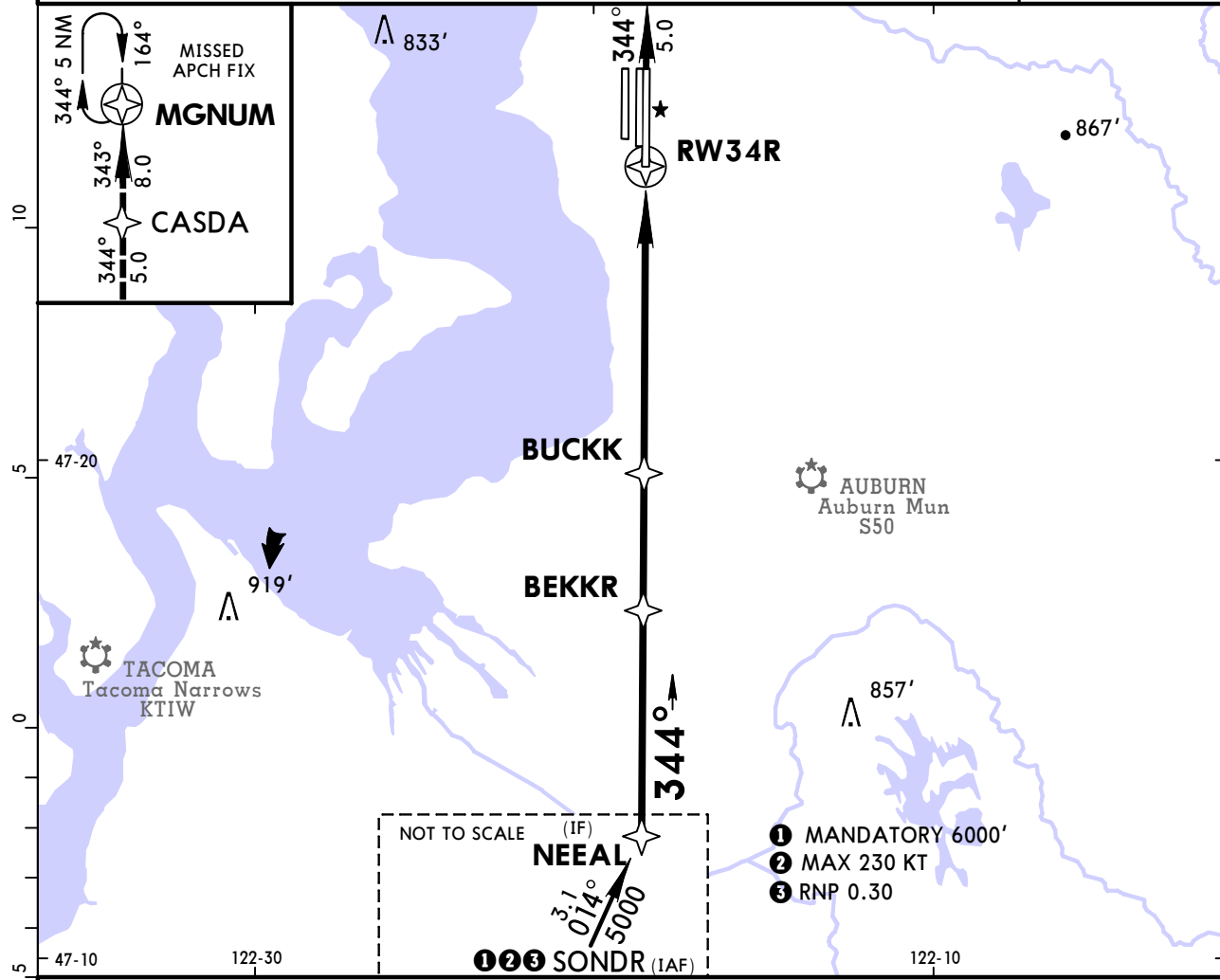
TERPS		STRAIGHT-IN LANDING RWY 34C	
		RNP 0.30	
		DA(H) 829' (442')	
		RAIL/ALS out	
A			
B	RVR 50 or 1		1½
C			
D			

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	Rwys 16L/16C/34C/34R 119.9	SEATTLE Tower Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 344°	Minimum Alt BUCKK 2200' (1828')	RNP 0.28 DA(H) 867' (495')	Apt Elev 432' TDZE 372'
MISSED APCH: Climb to 5000' on track 344° to CASDA and on track 343° to MGNUM and hold, continue climb-in-hold to 5000'.				
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°/TCH 81').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' on 344° CASDA
Glide Path Angle	2.75°	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							
C	RVR 50 or 1			1 ³ / ₈			1 ¹ / ₂
D							

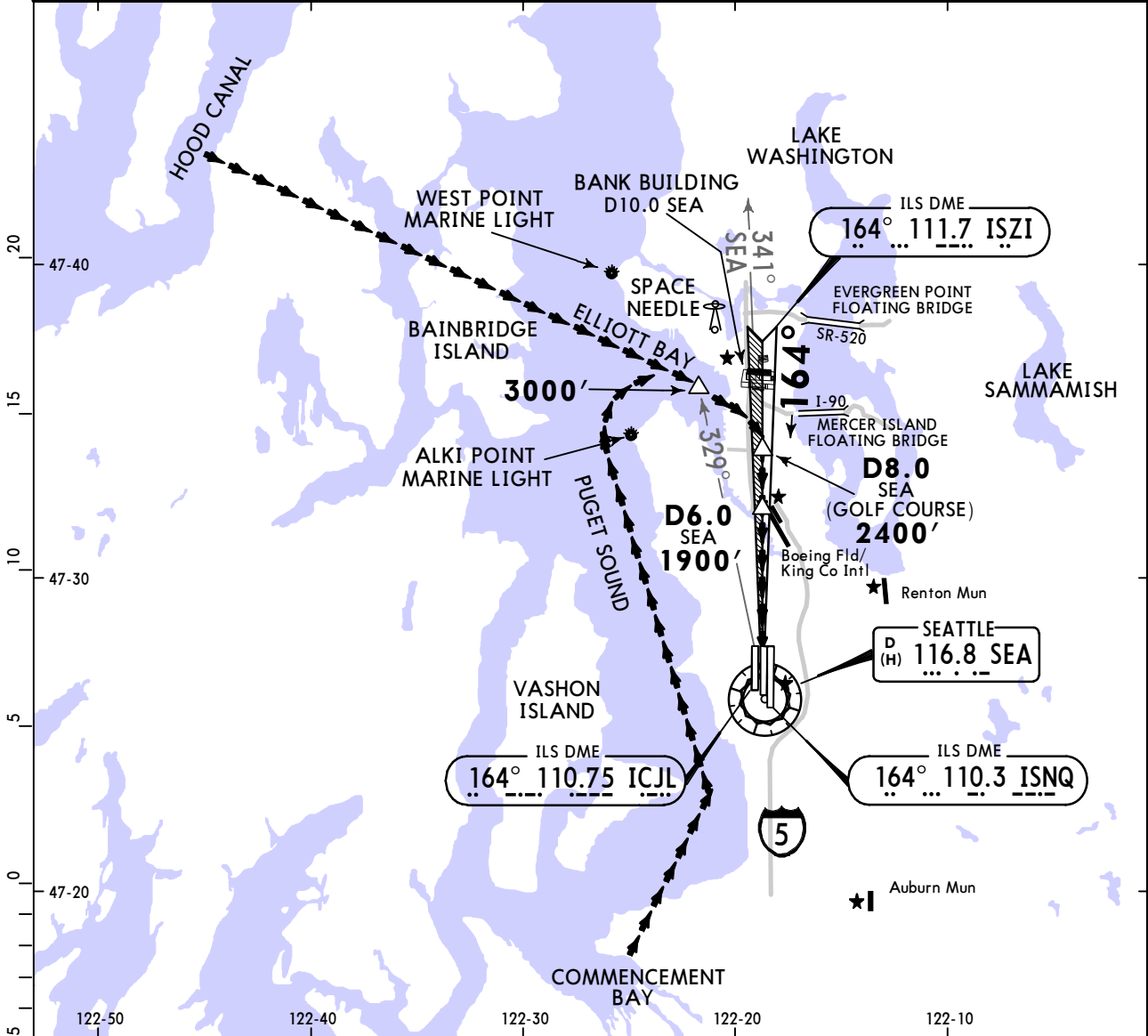
KSEA/SEA
-TACOMA INTL



3 MAY 19 **(29-1)**

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

BRIEFING STRIP™	D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/16C/34C/34R 119.9 Rwys 16R/34L 120.95		Ground 121.7
	NAVAIDS-See Planview	Final Apch Crs 164°	No FAF	Ceil-Vis 3100' -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°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.					



Lighting - Refer to Airport Chart

BAY VISUAL APPROACH Rwy 16R/C/L

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the Golf Course (D8.0 SEA) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

WEATHER MINIMUMS

Ceiling **3100'** - VIS **4**

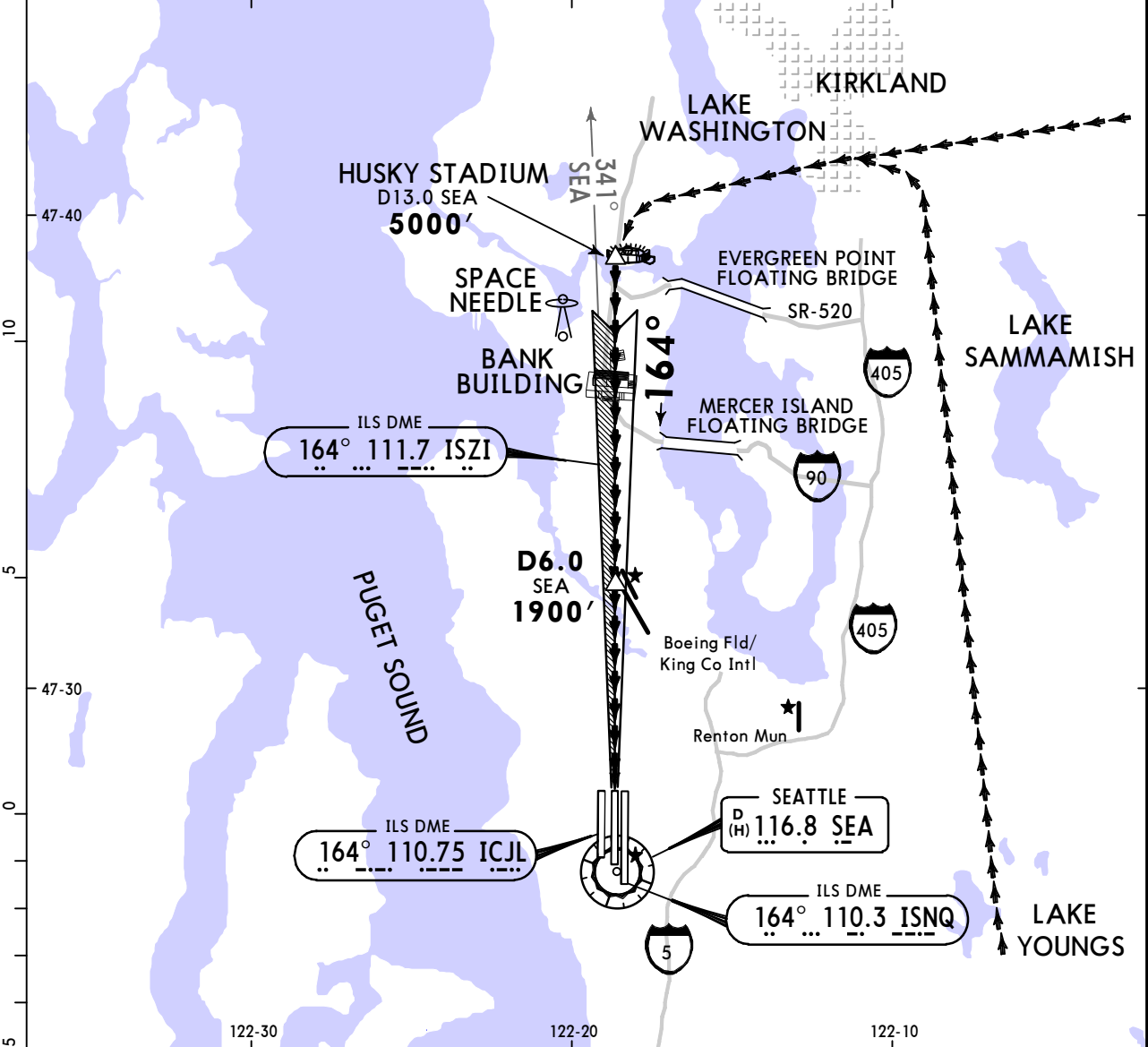
TERPS AMEND 5 10 MAR 2011

KSEA/SEA
-TACOMA INTL

JEPPESSEN
3 MAY 19 **(29-2)**

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

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°	No FAF	Ceil-Vis 5000' -4	Apt Elev 433'		
MISSED APCH: No missed approach procedure.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required. 2. Vertical Guidance None and Angle: LOC ICJL (GS 3.00°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.						
						MSA SEA VOR



Lighting - Refer to Airport Chart

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



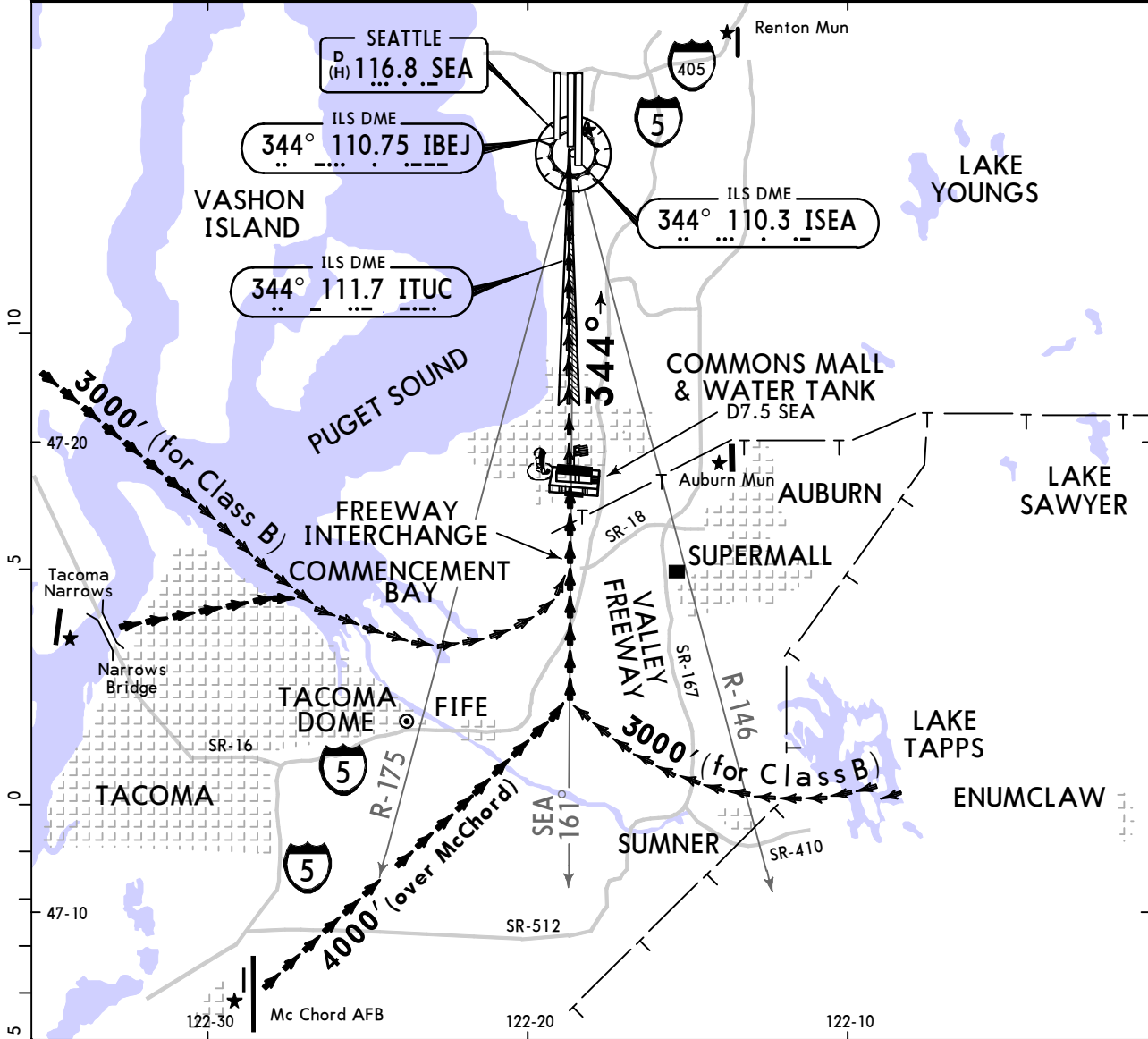
SEATTLE, WASH
MALL VISUAL APPROACH
Rwy 34R/C/L

-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°	No FAF	CEIL-VIS 3100' -7	Apt Elev 433'
MISSED APCH: No missed approach procedure. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC IBEJ (GS 3.00°), LOC ISEA (GS 2.75°), LOC ITUC (GS 3.00°).					<p>MSA SEA VOR</p>



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 17-2019

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

No Chart Change Notices for Airport KSEA

Chart Change Notices for Country USA

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.