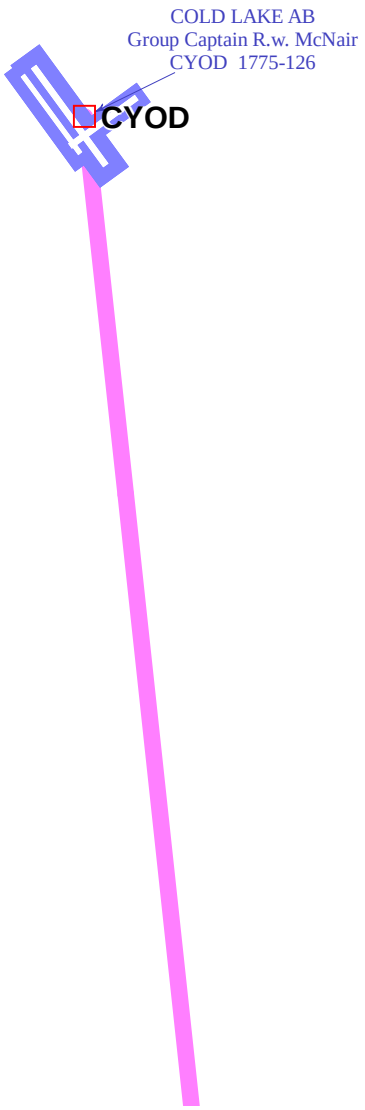

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NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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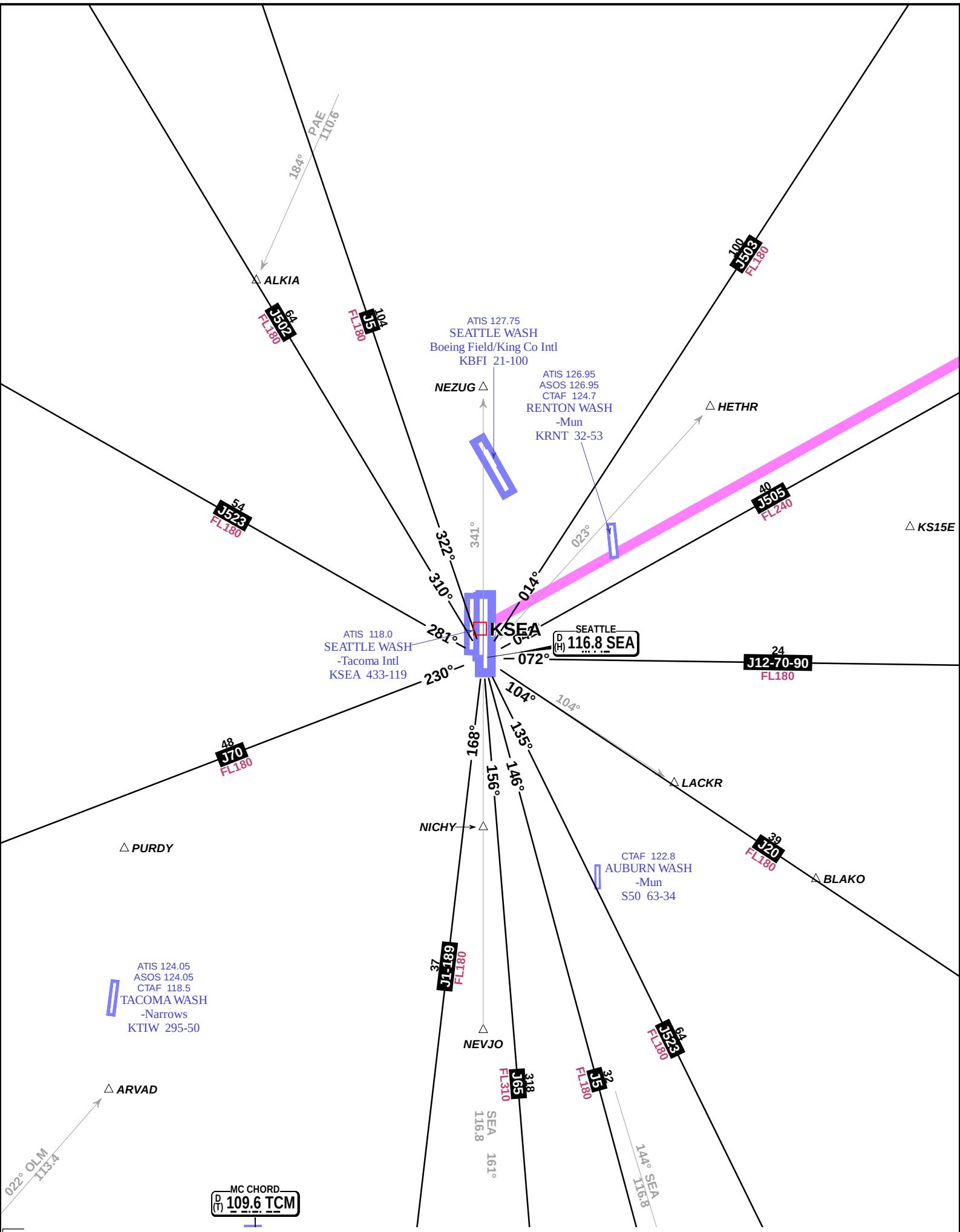

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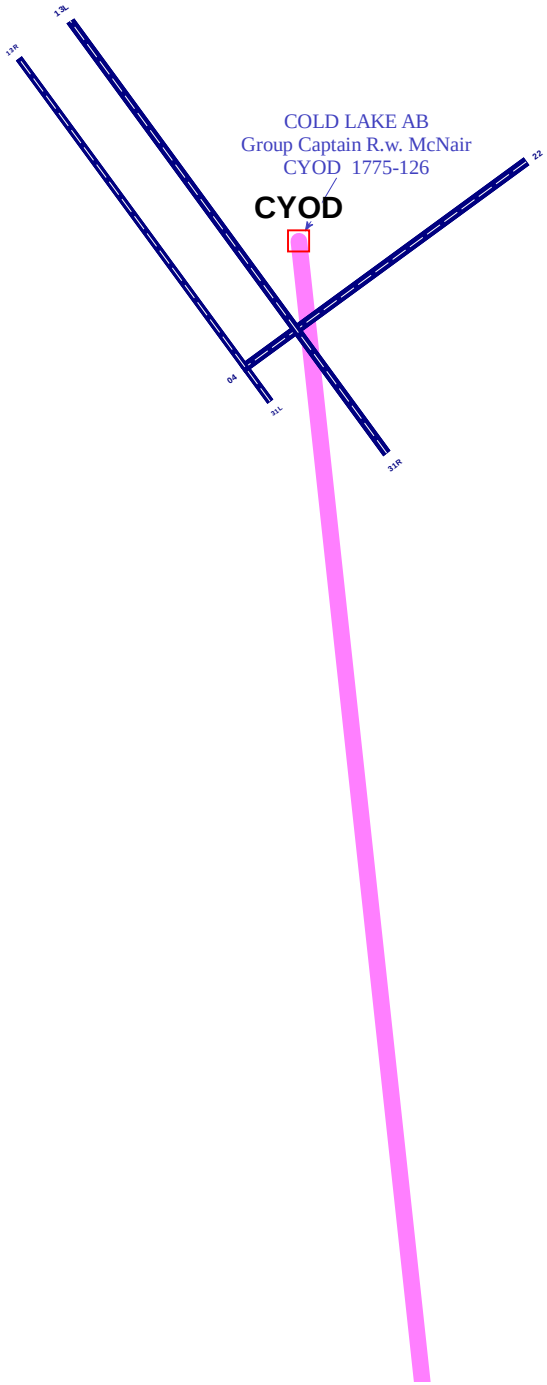

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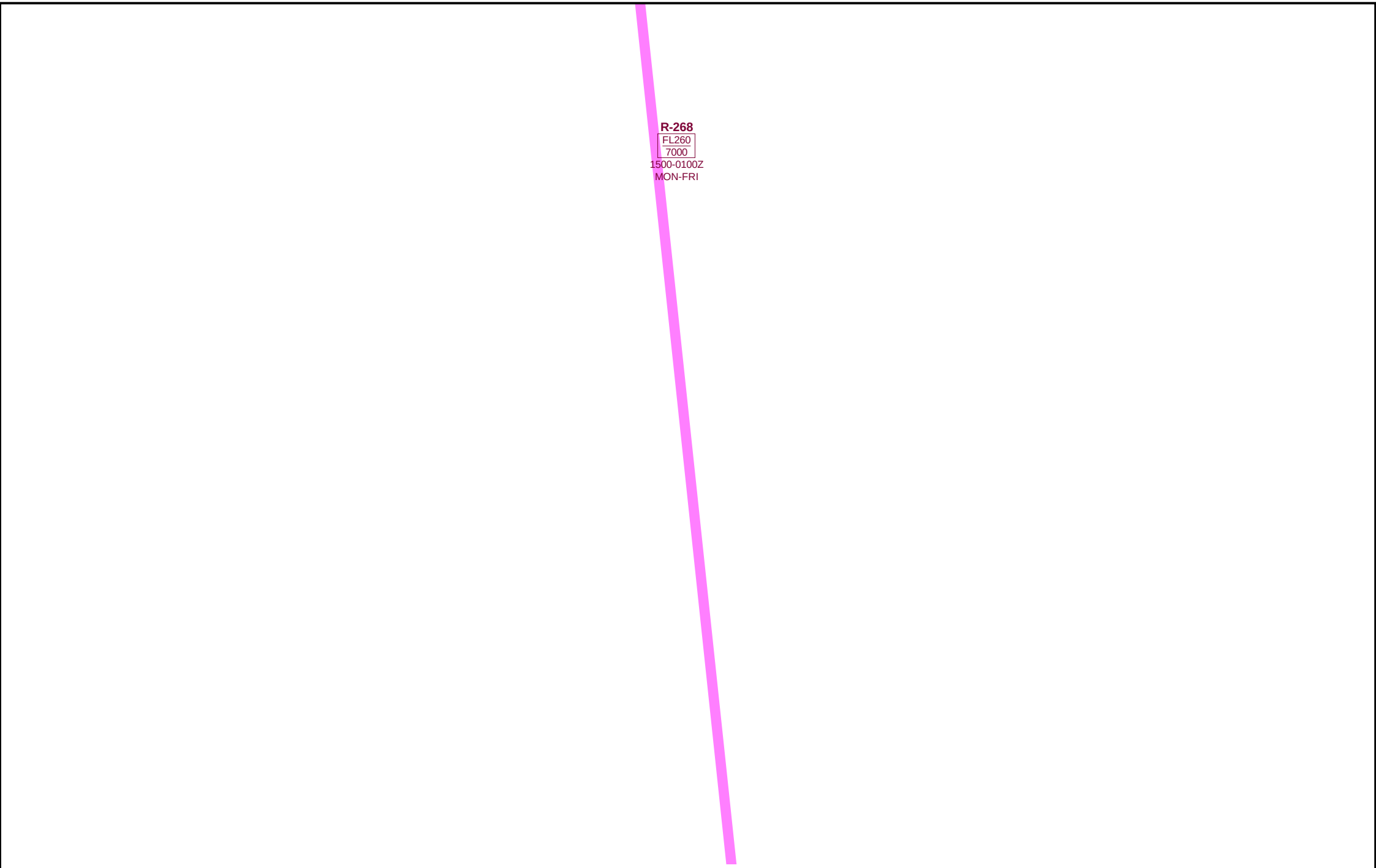

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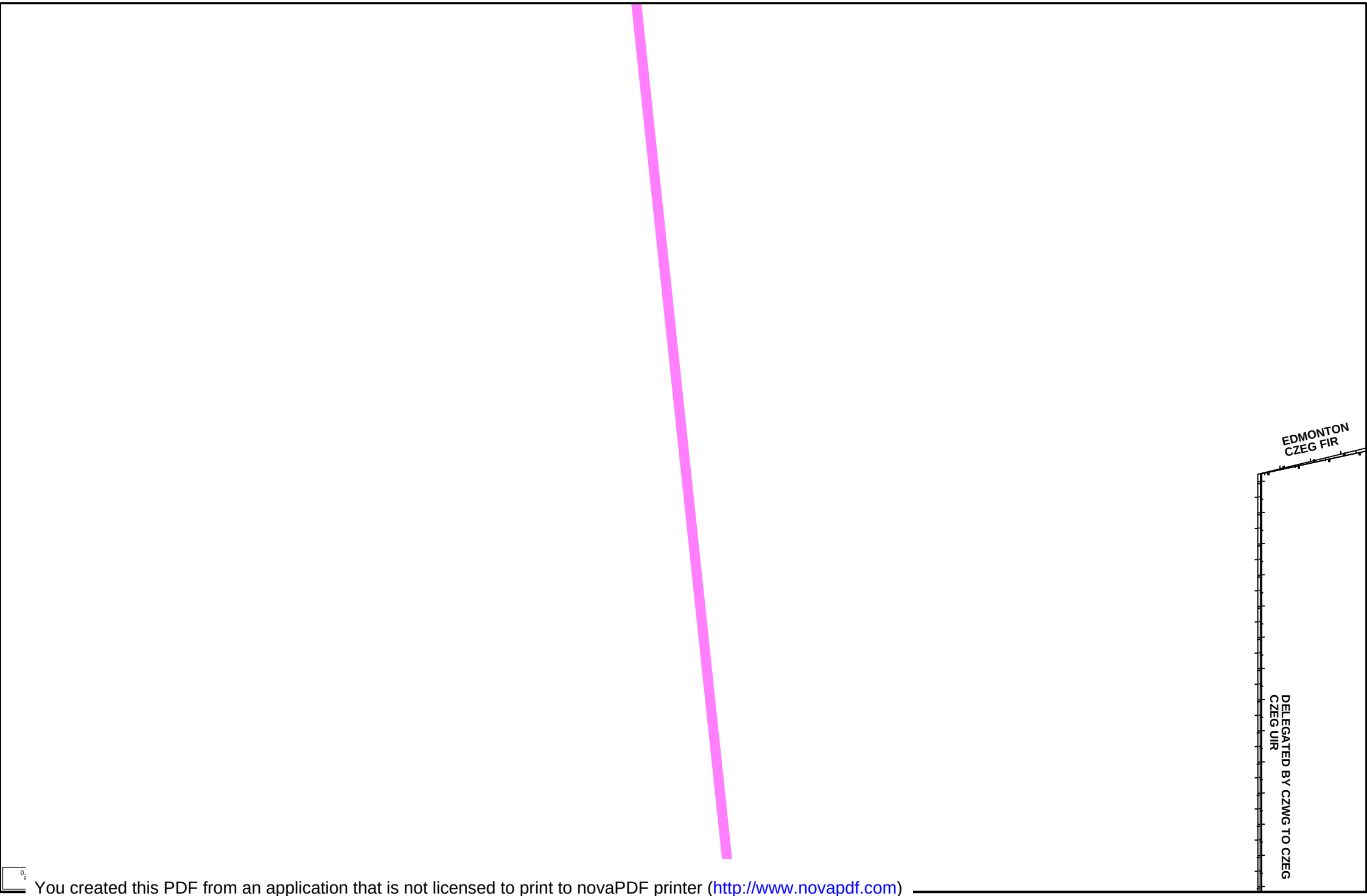

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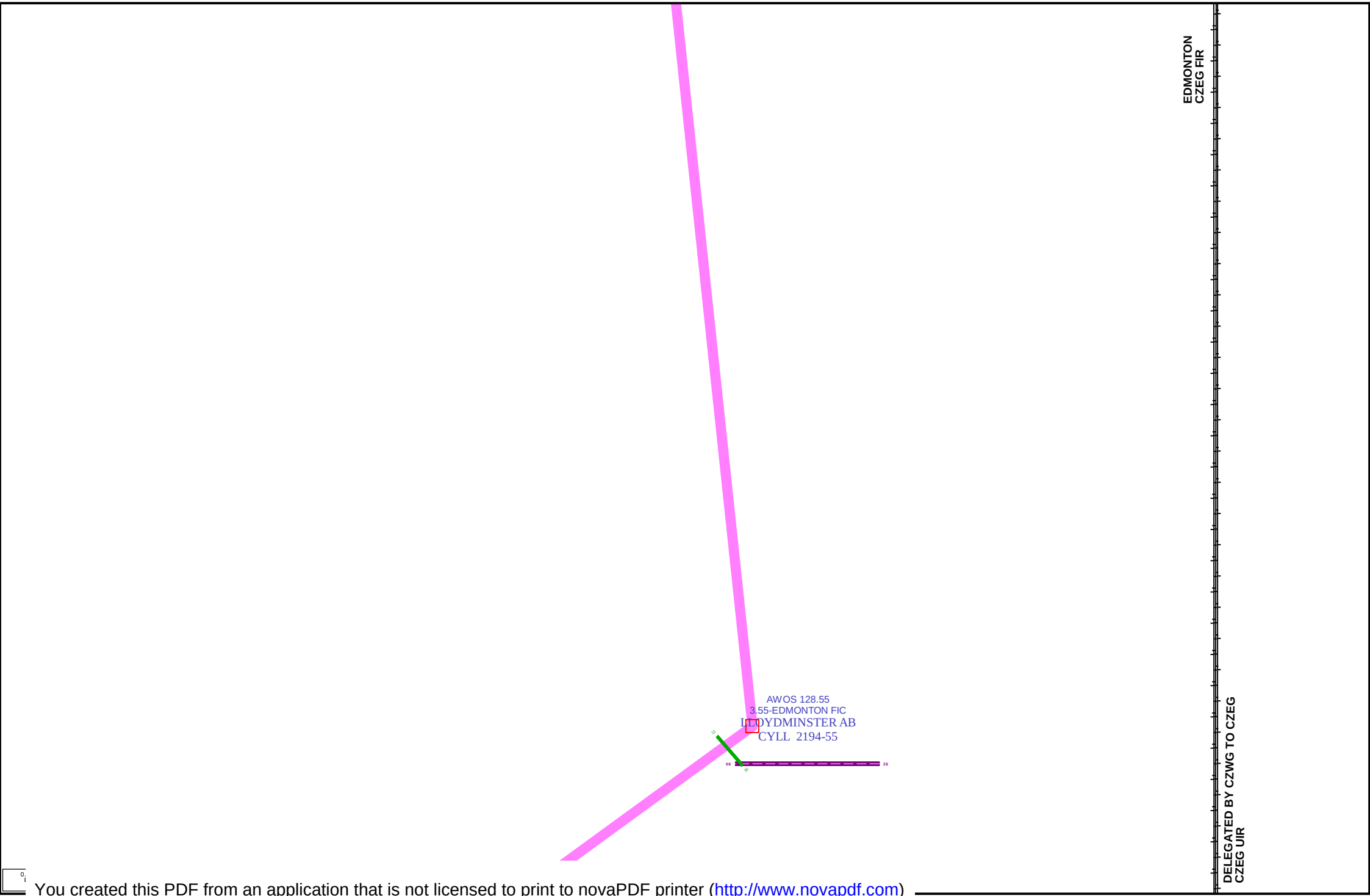

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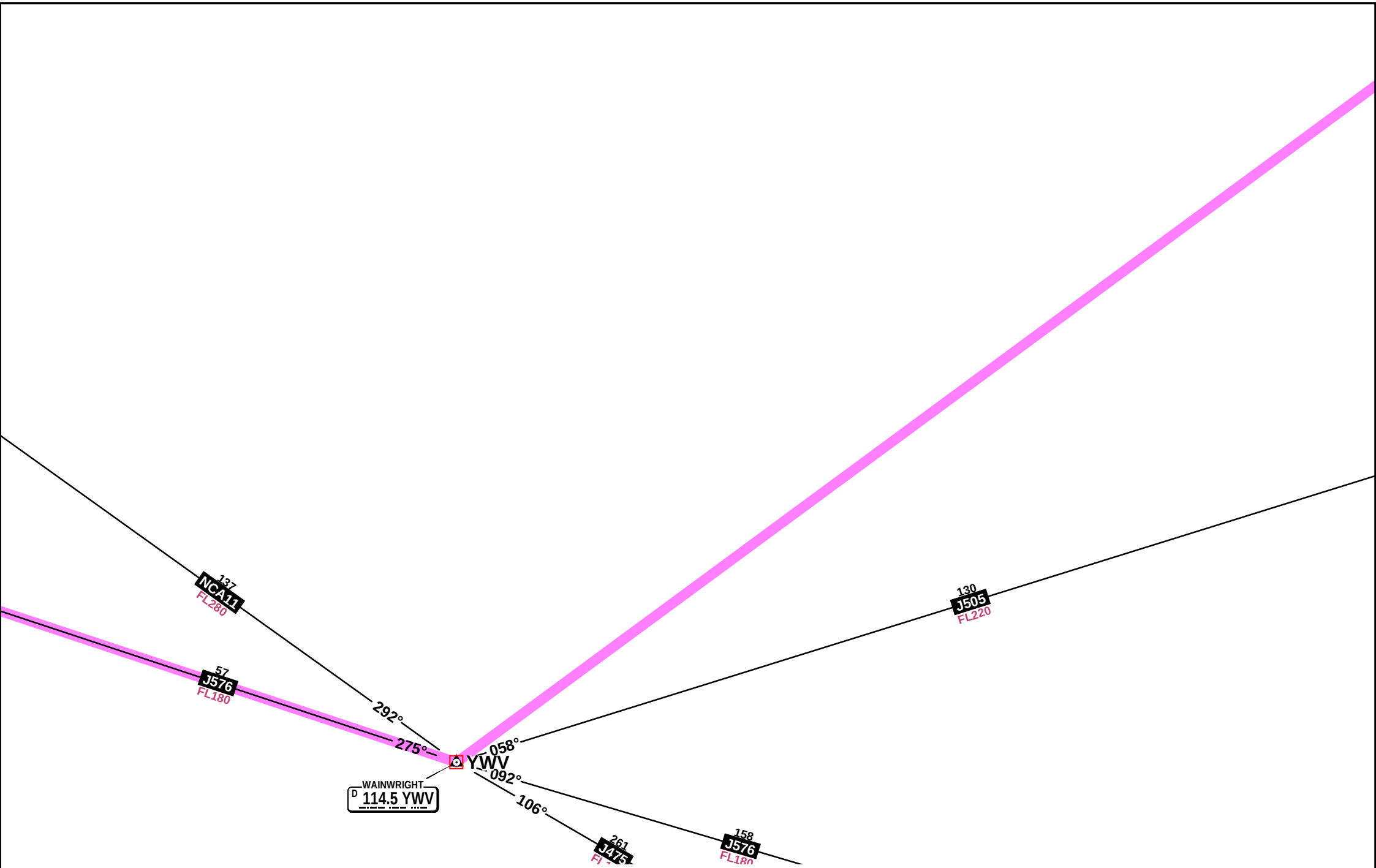

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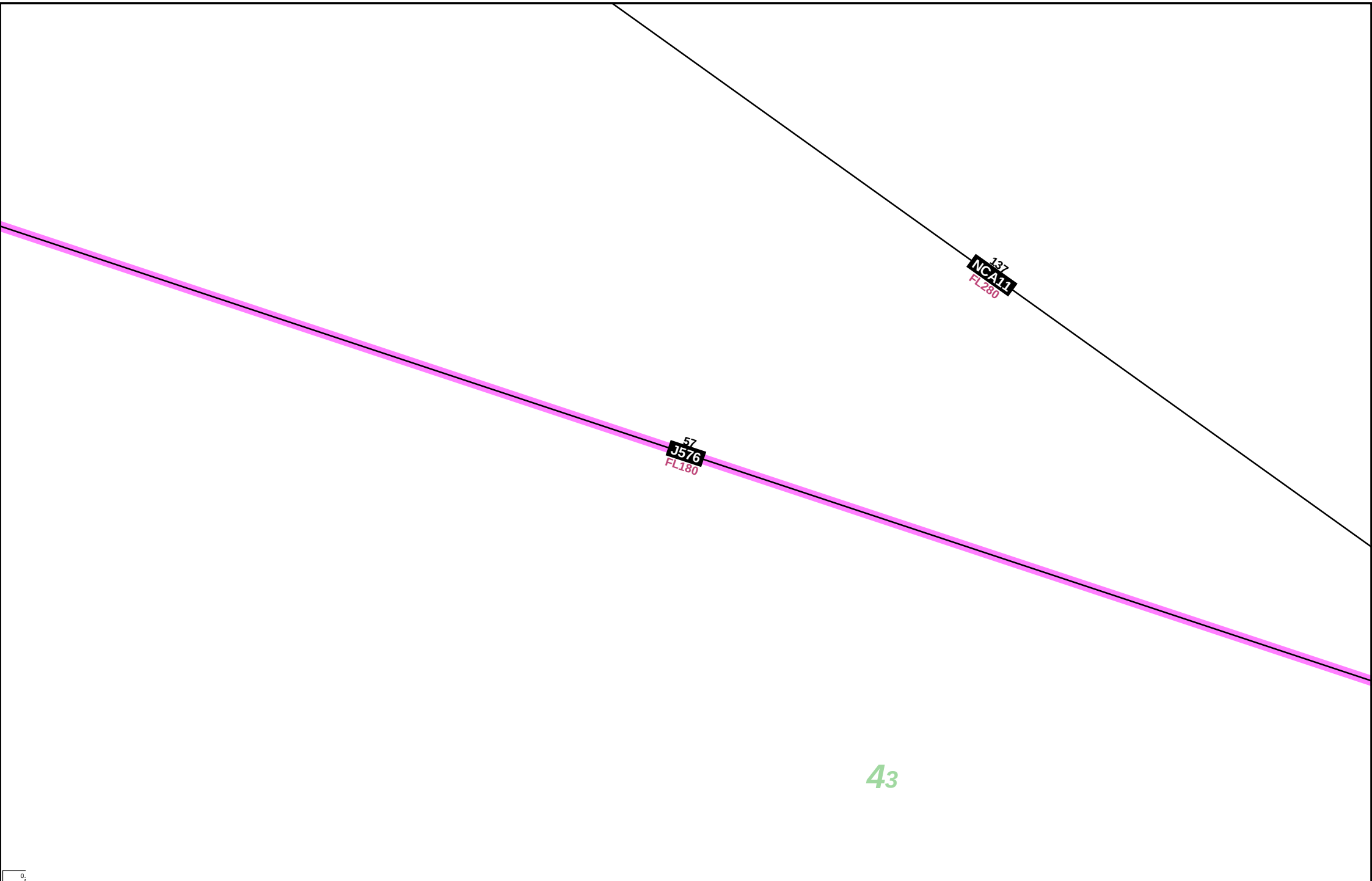

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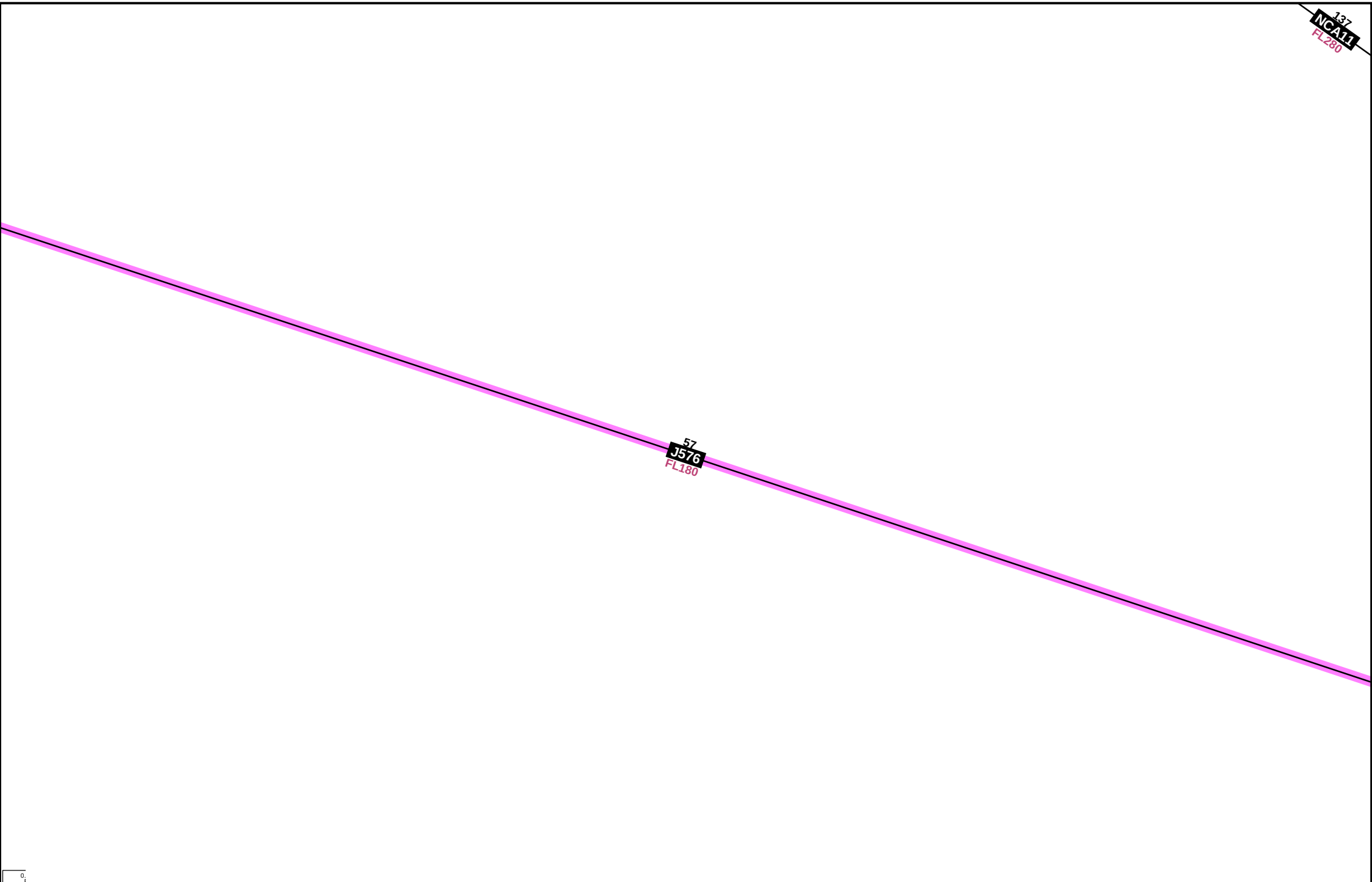

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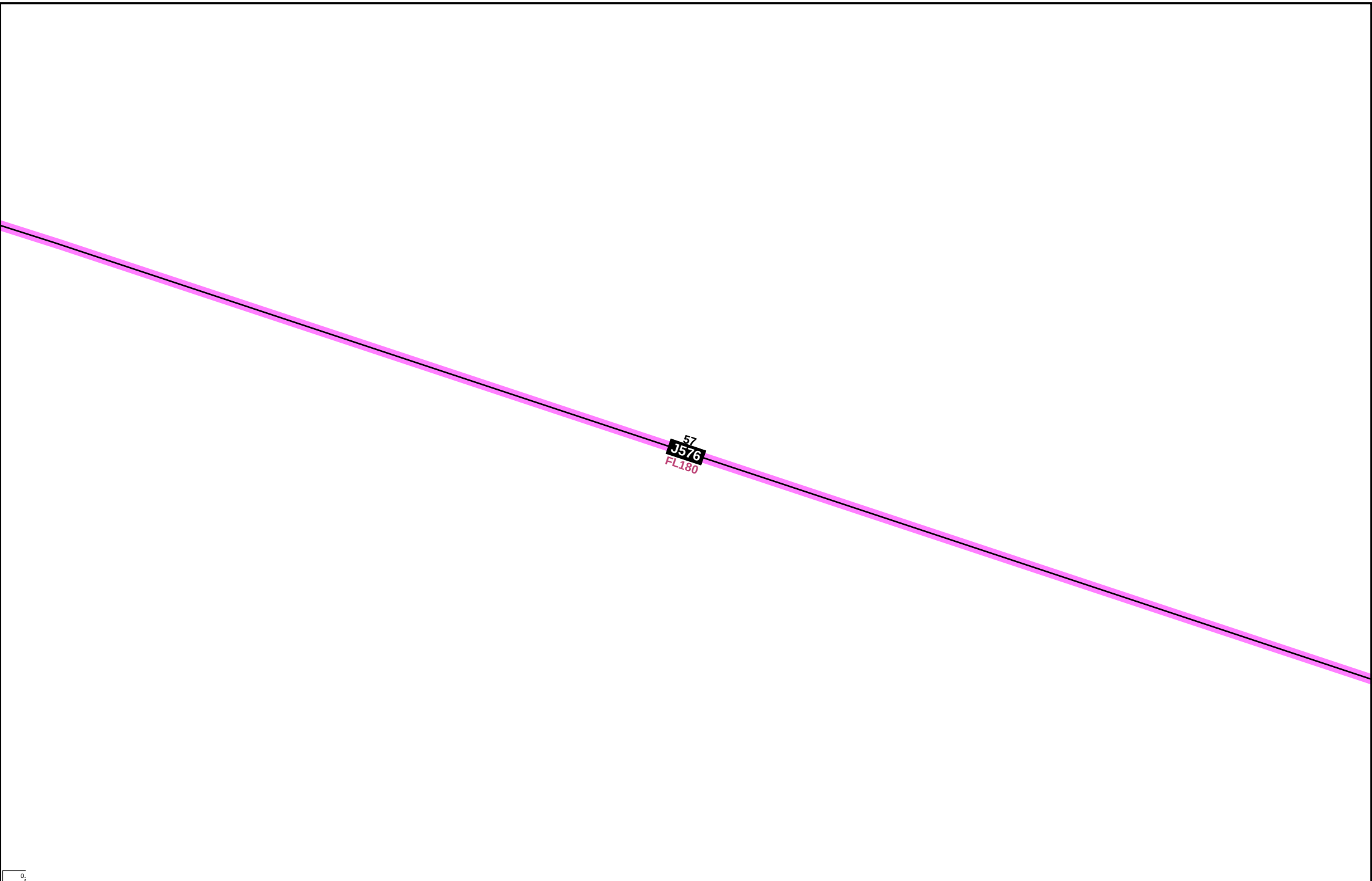

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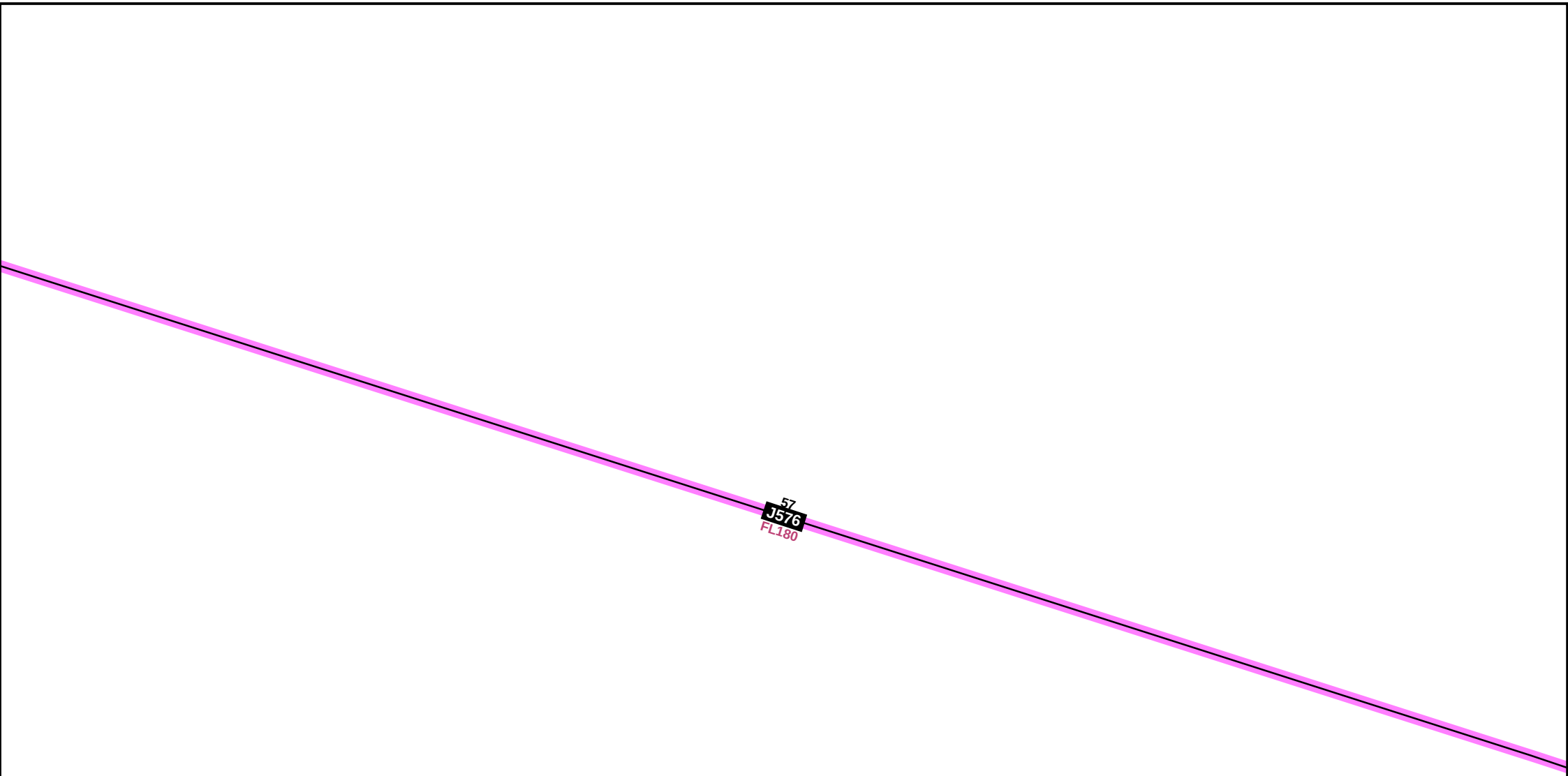

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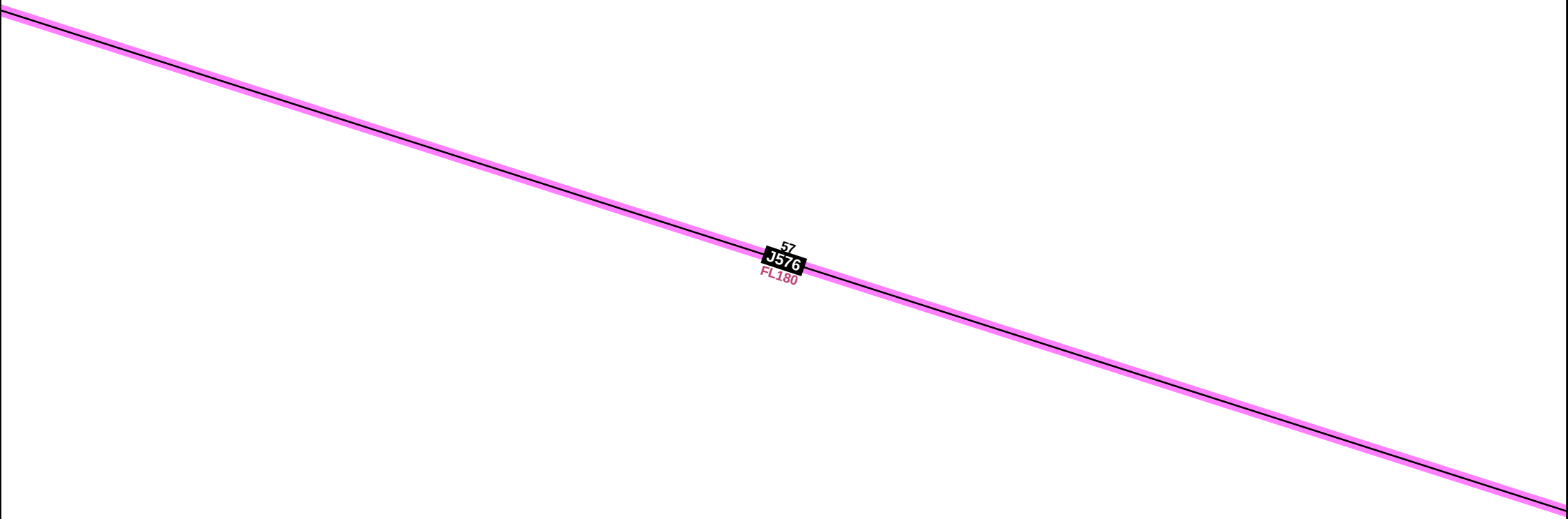

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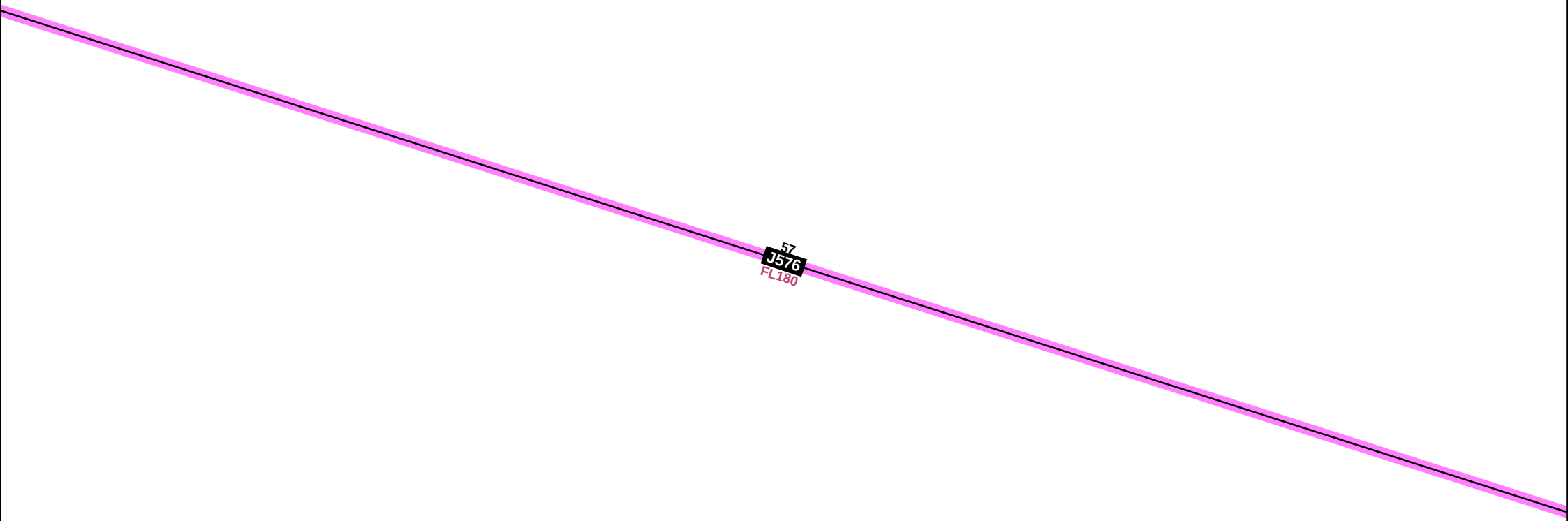

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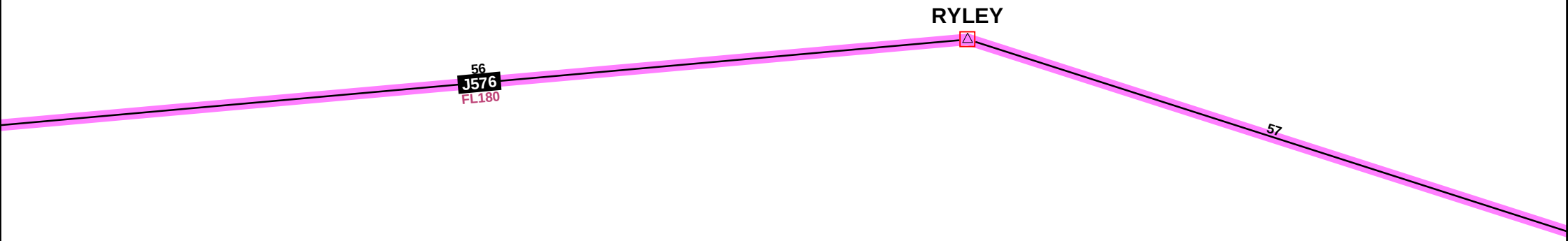

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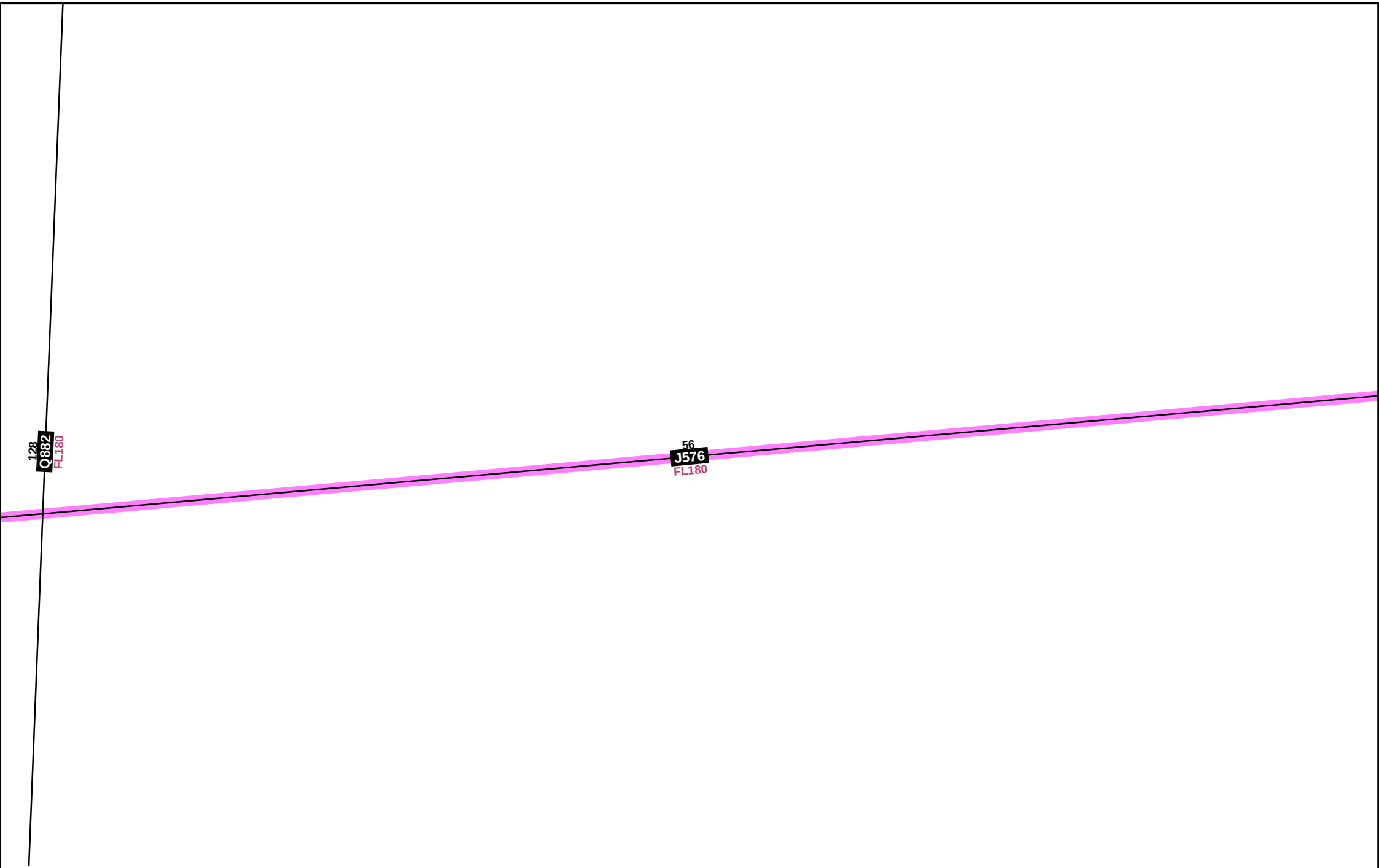

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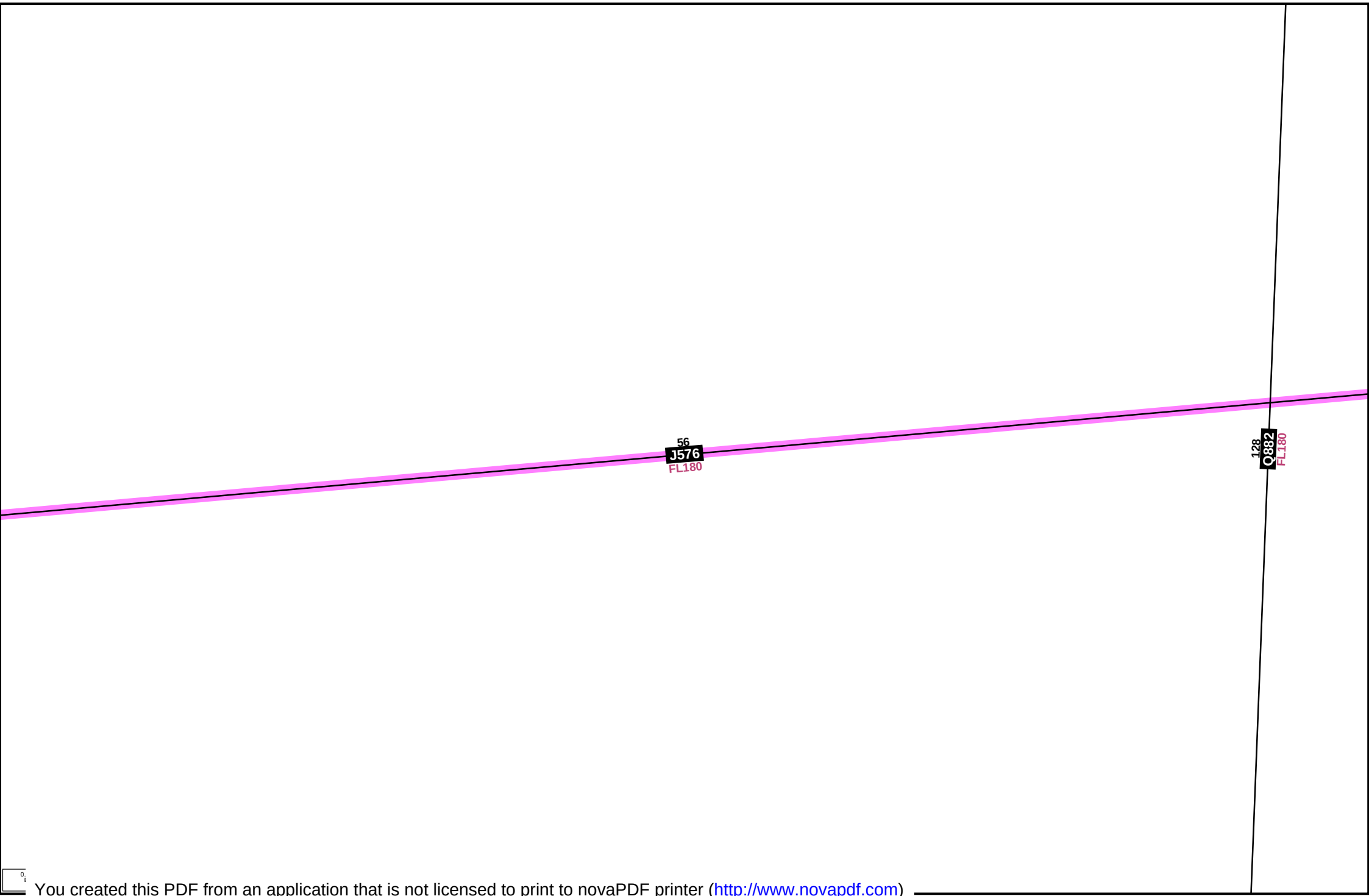

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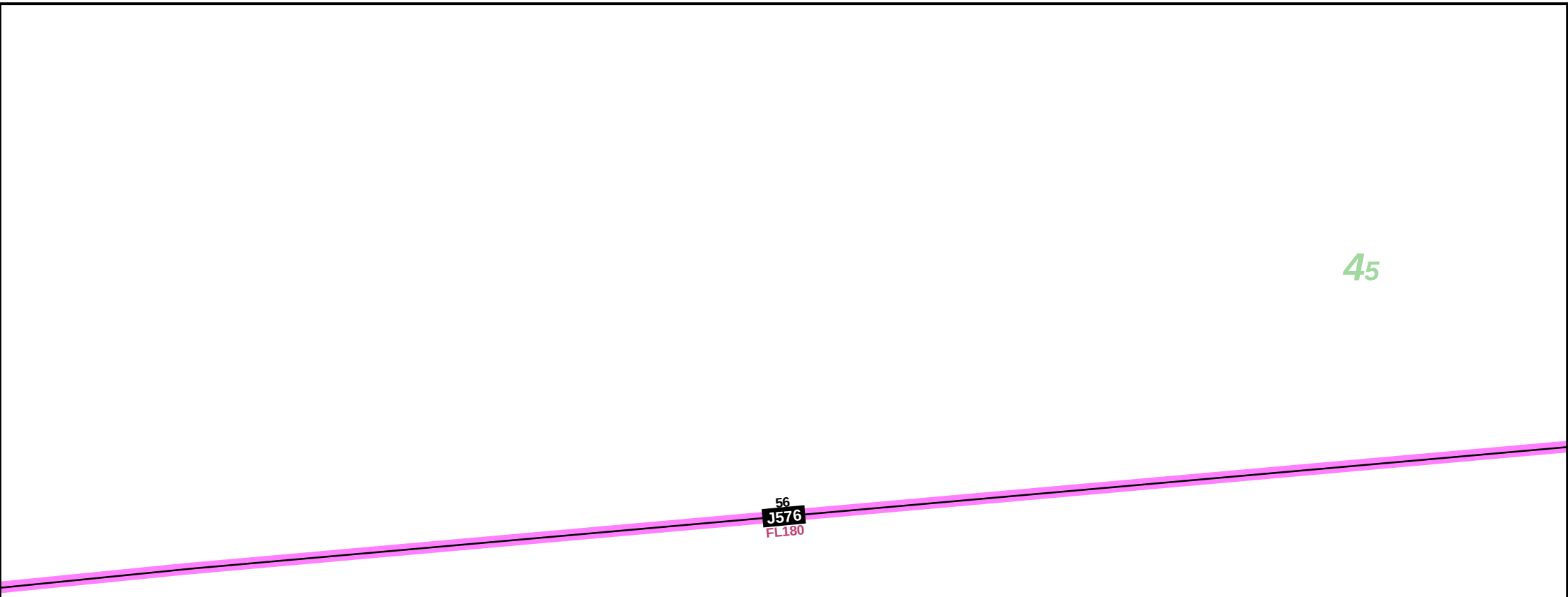

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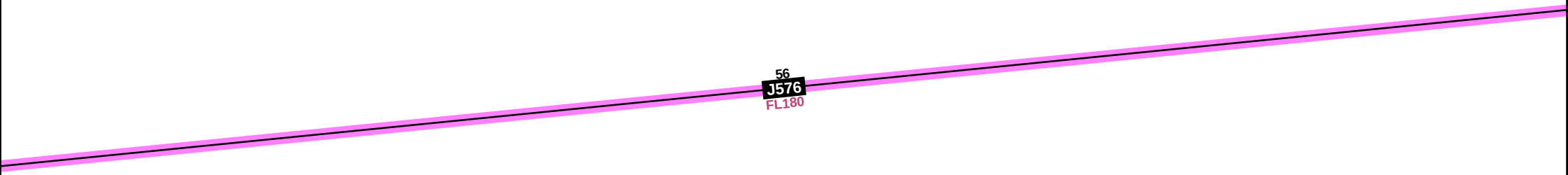

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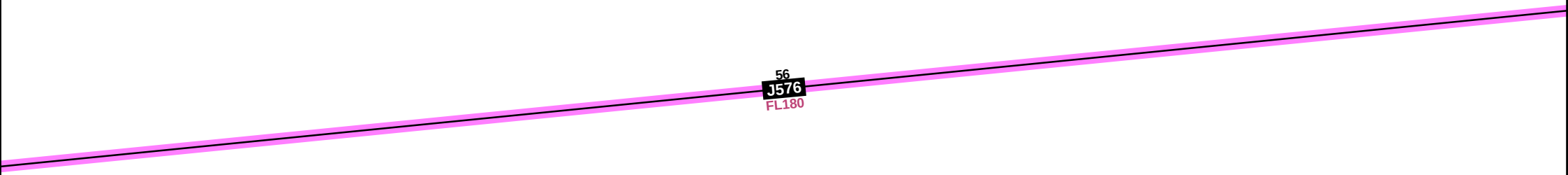

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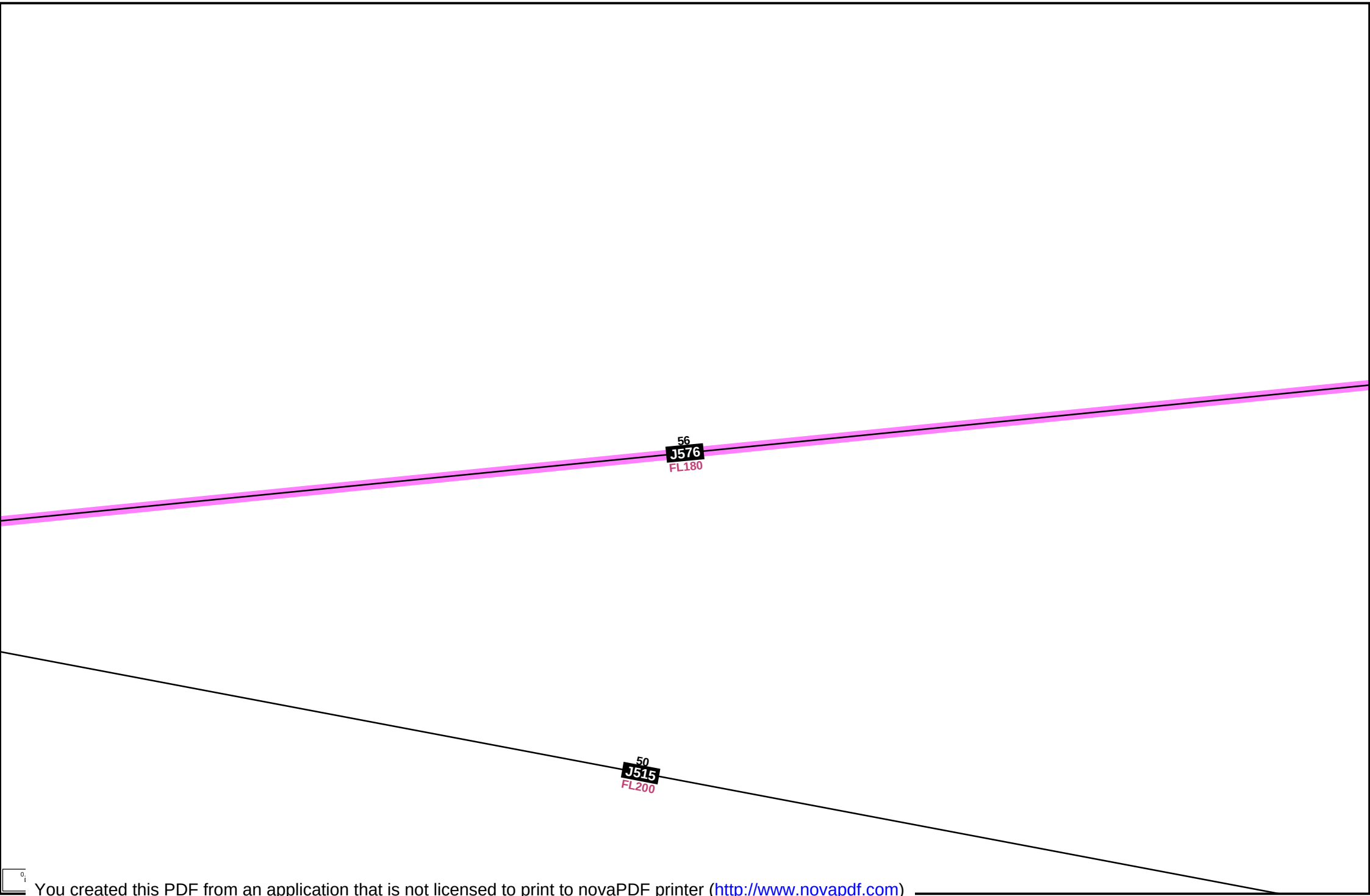

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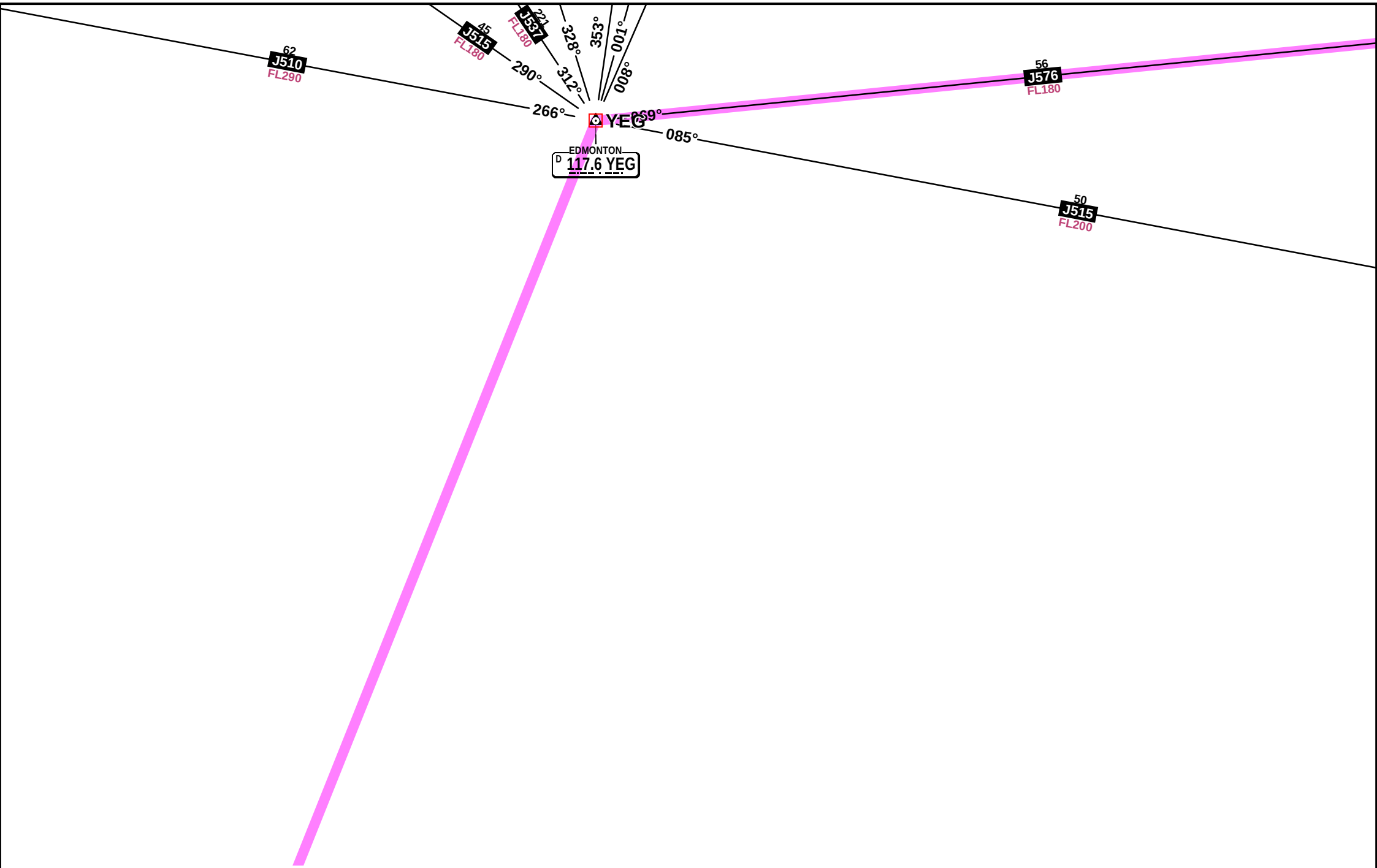

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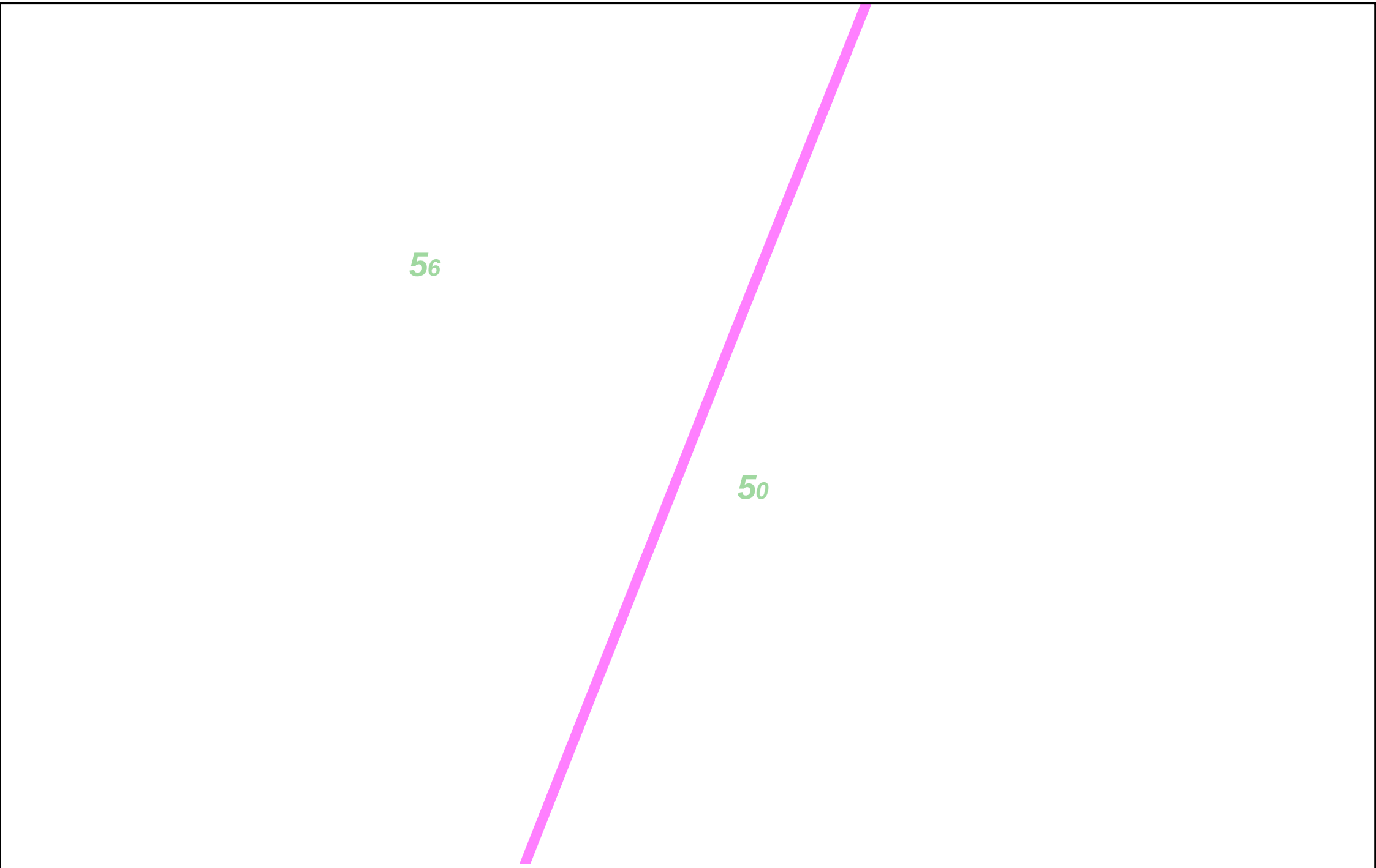

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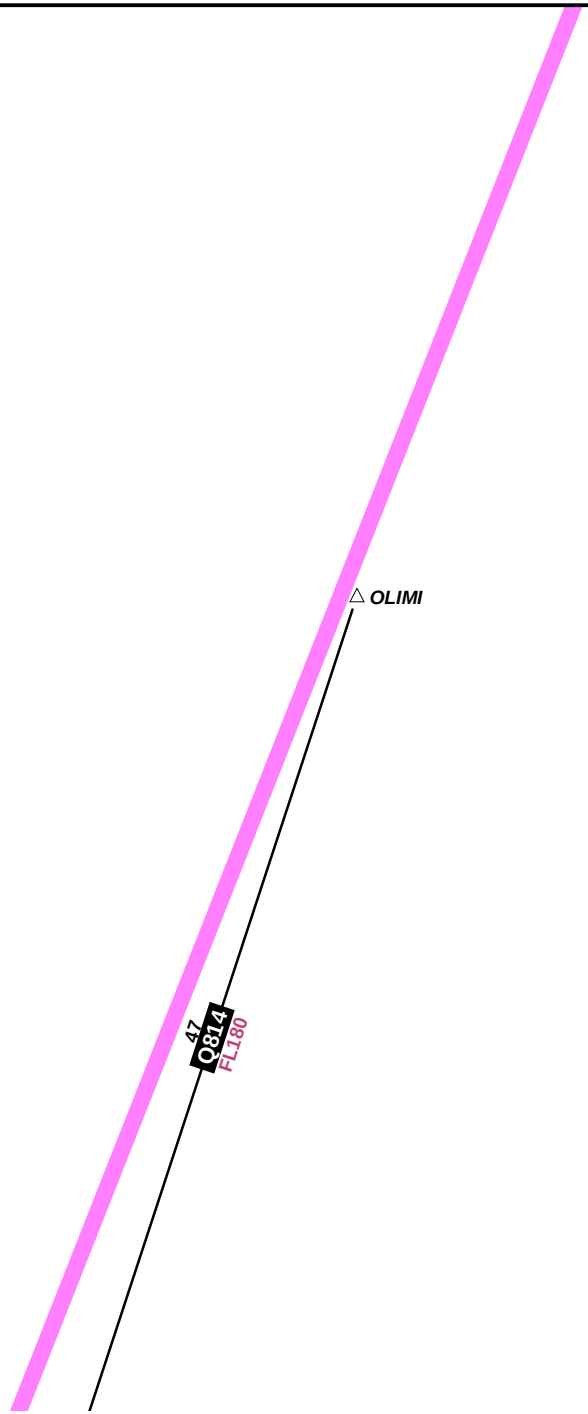

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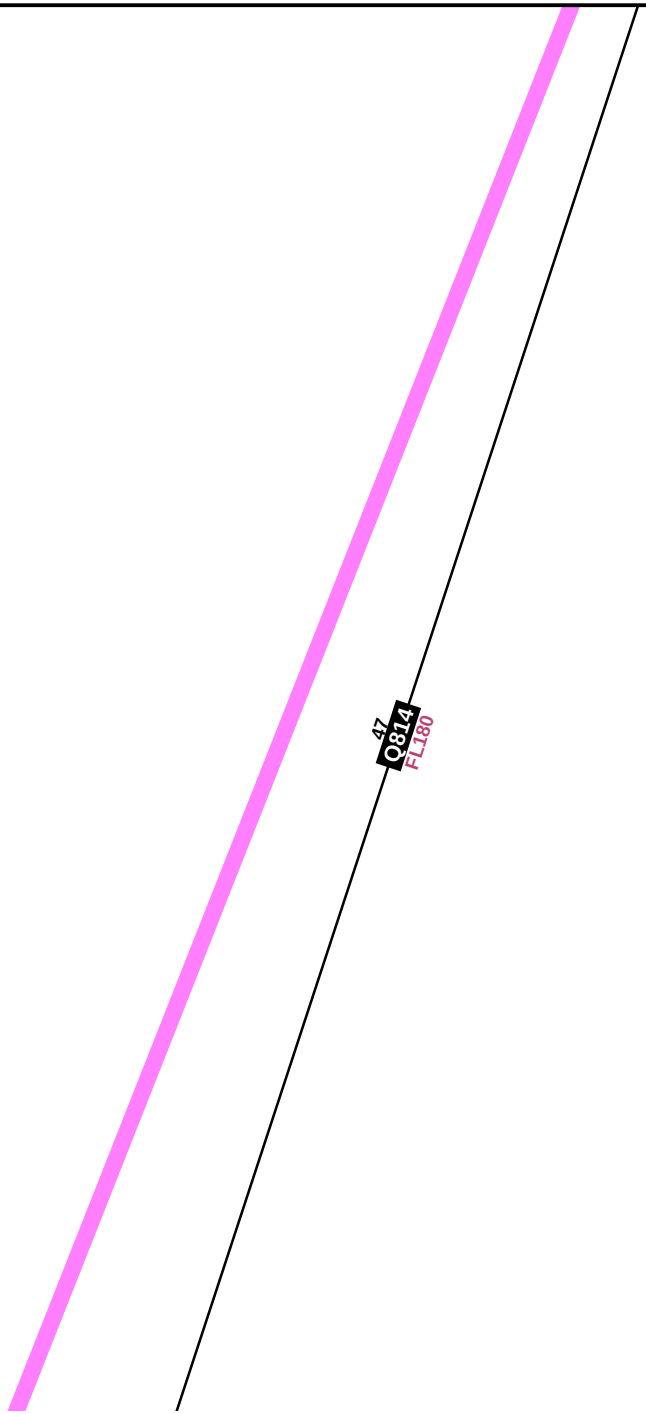

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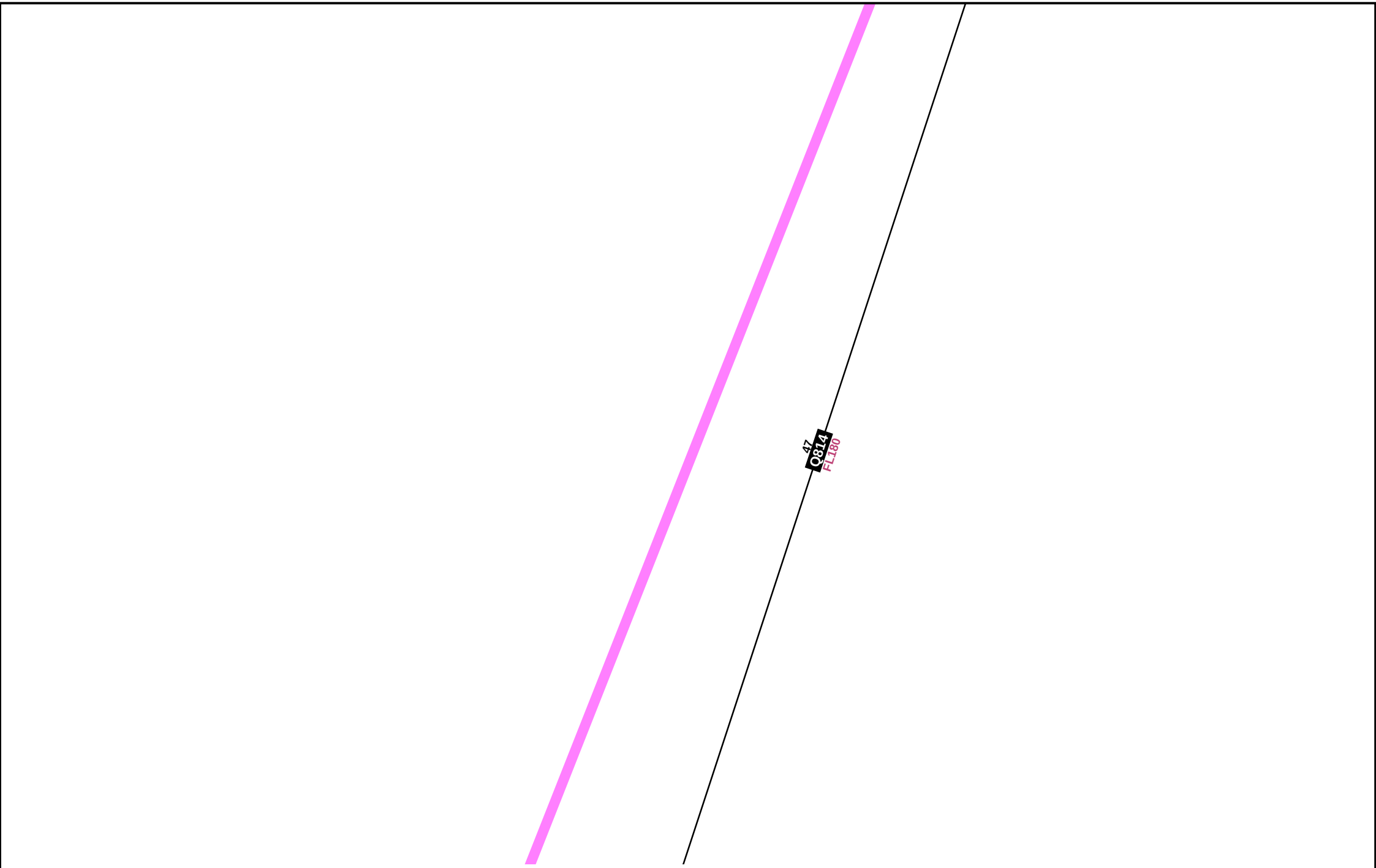

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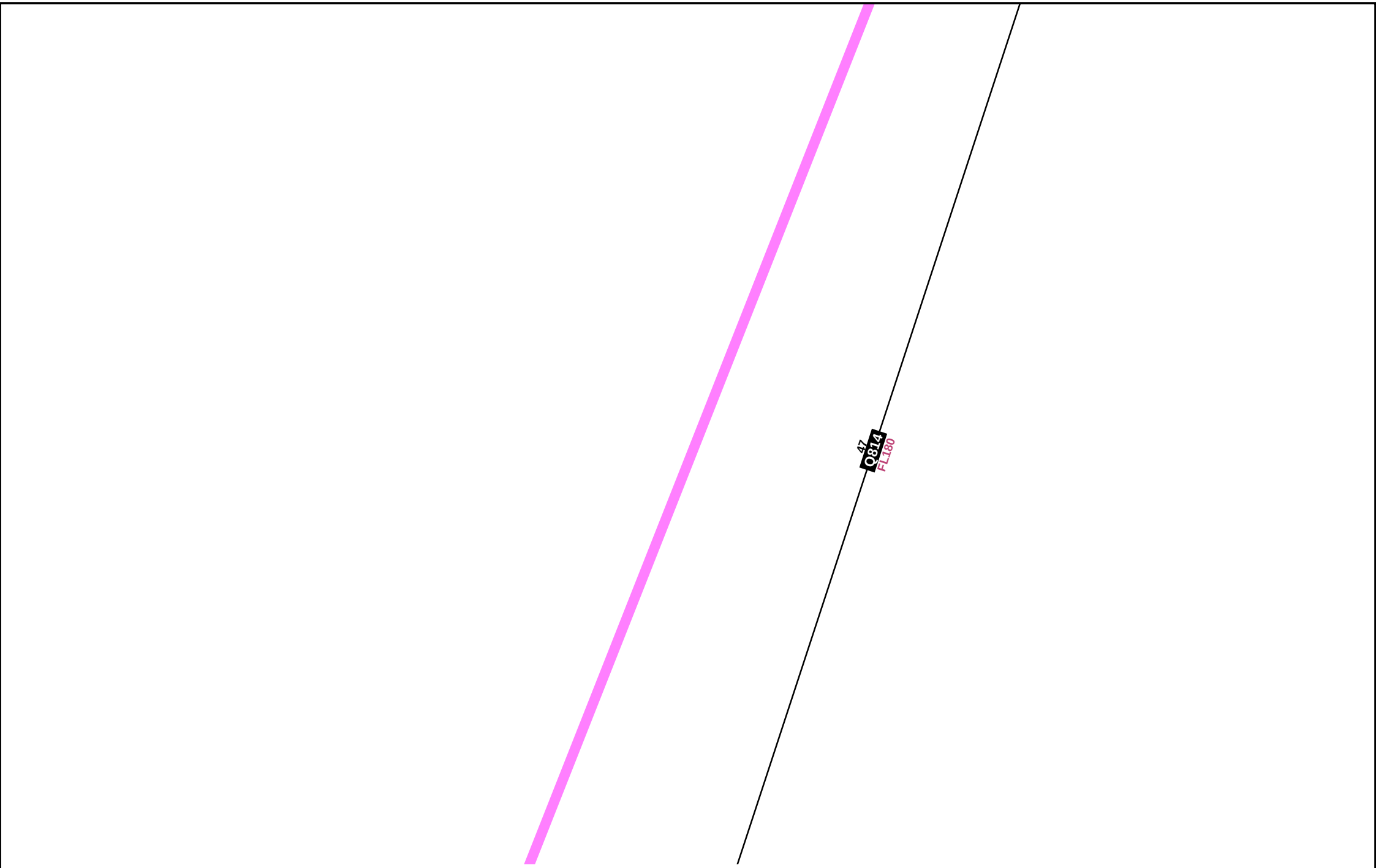

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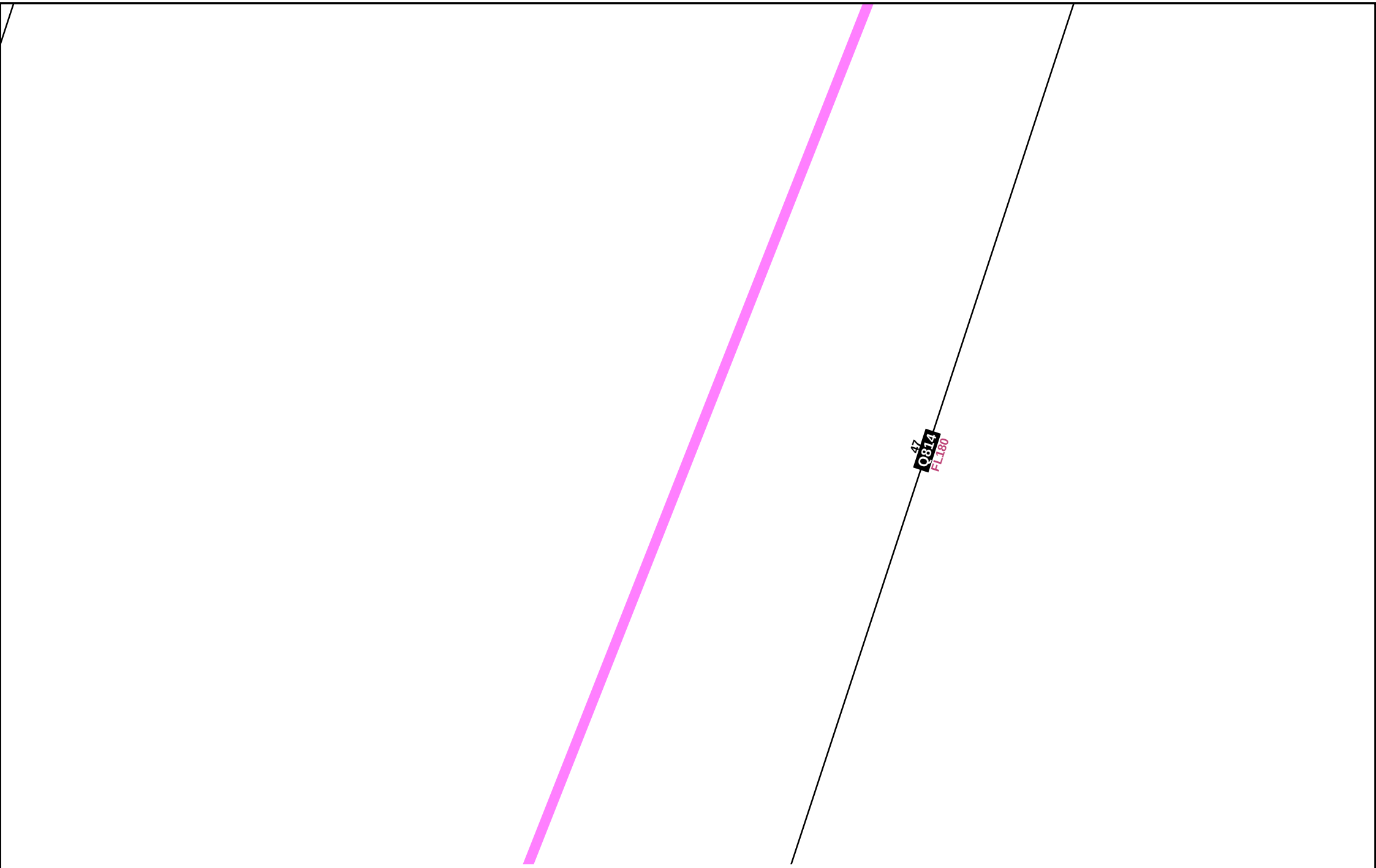

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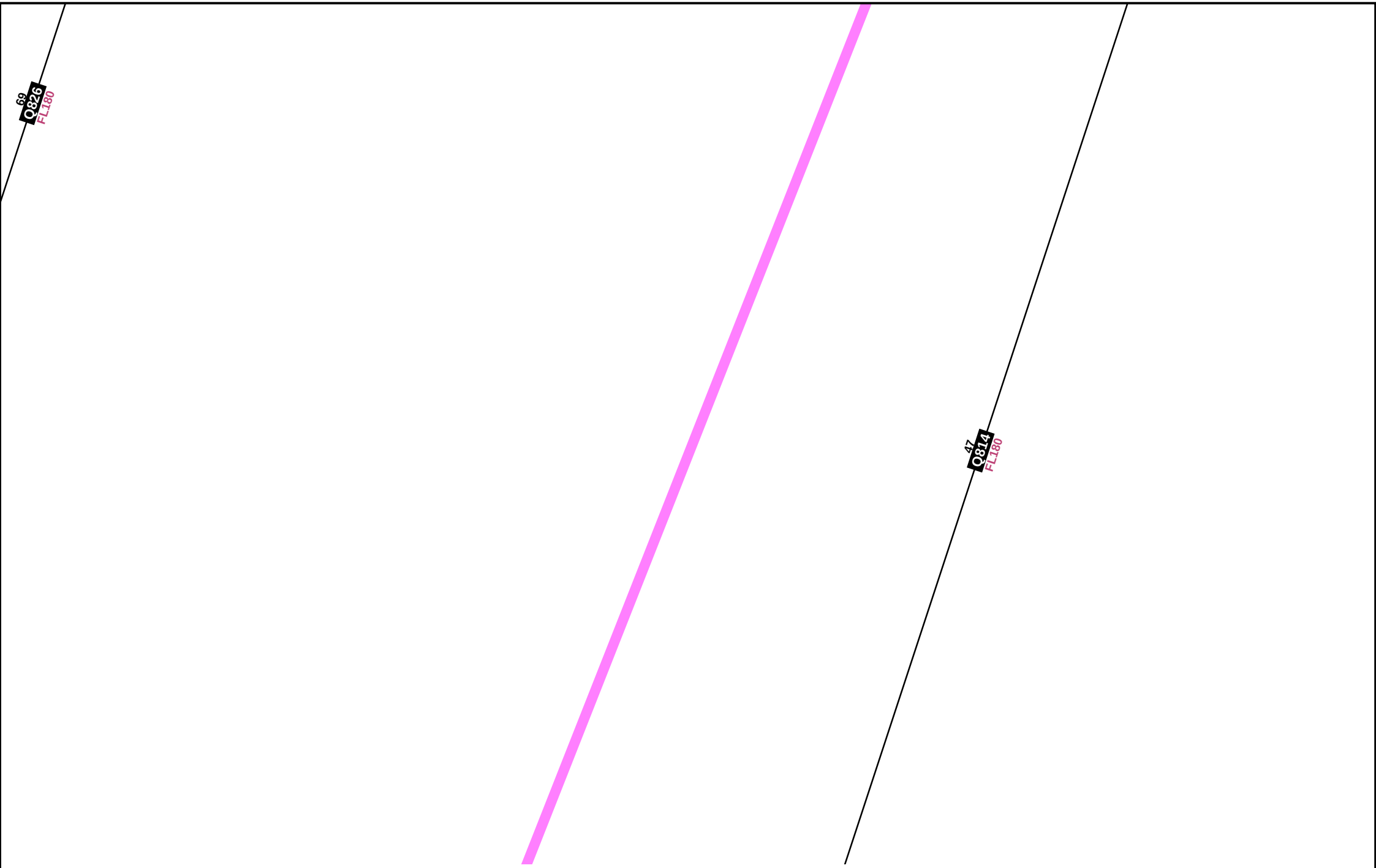

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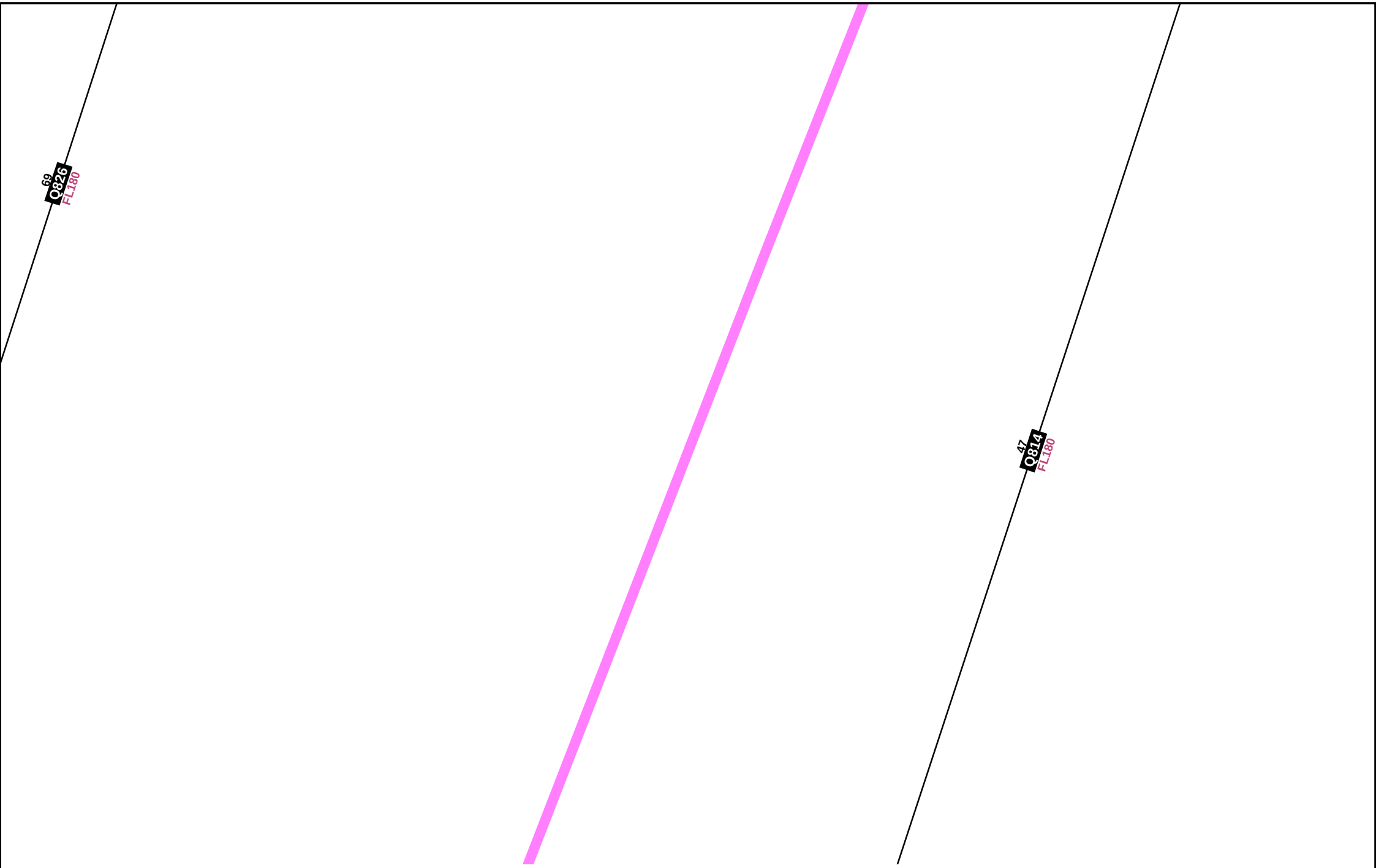

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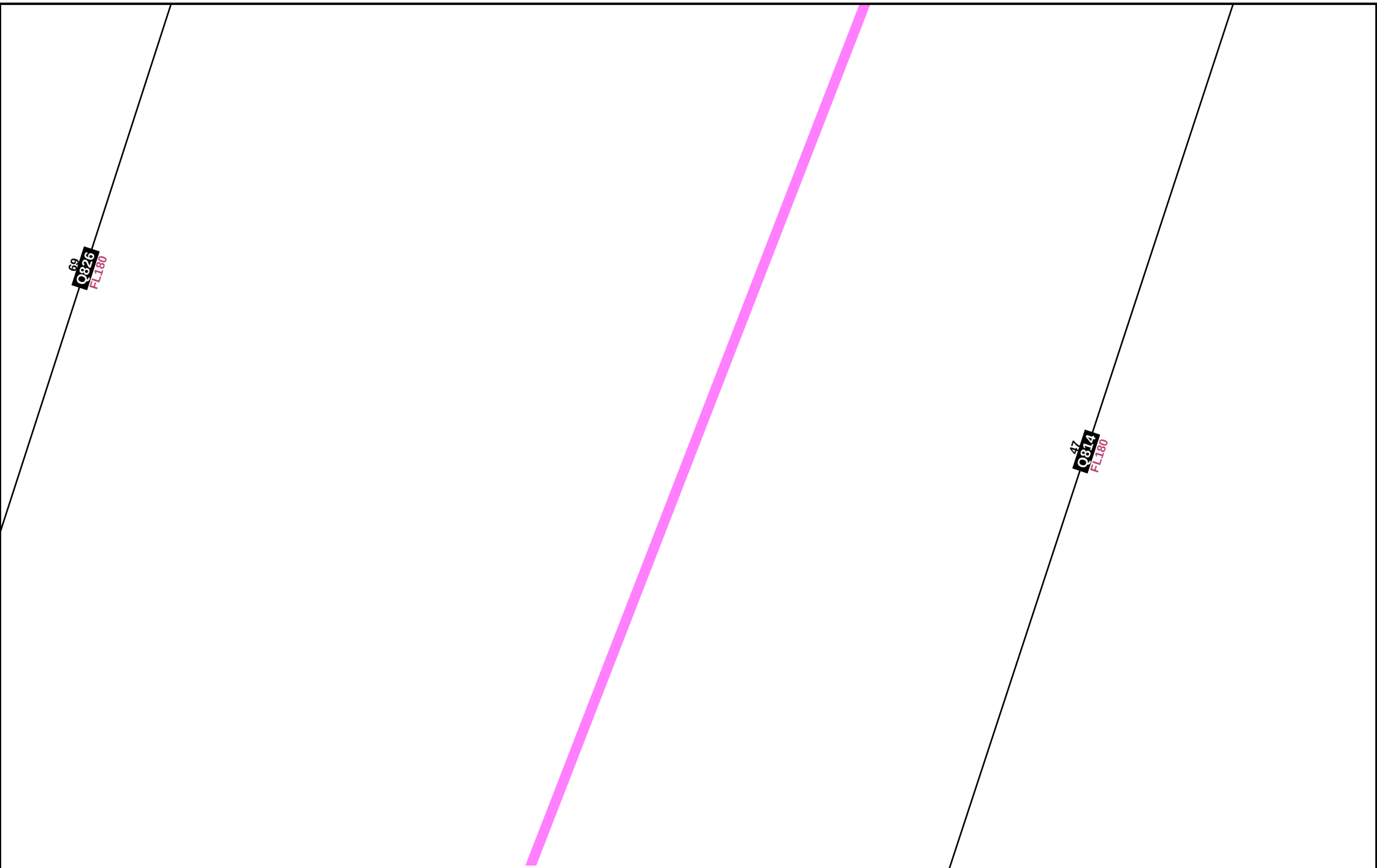

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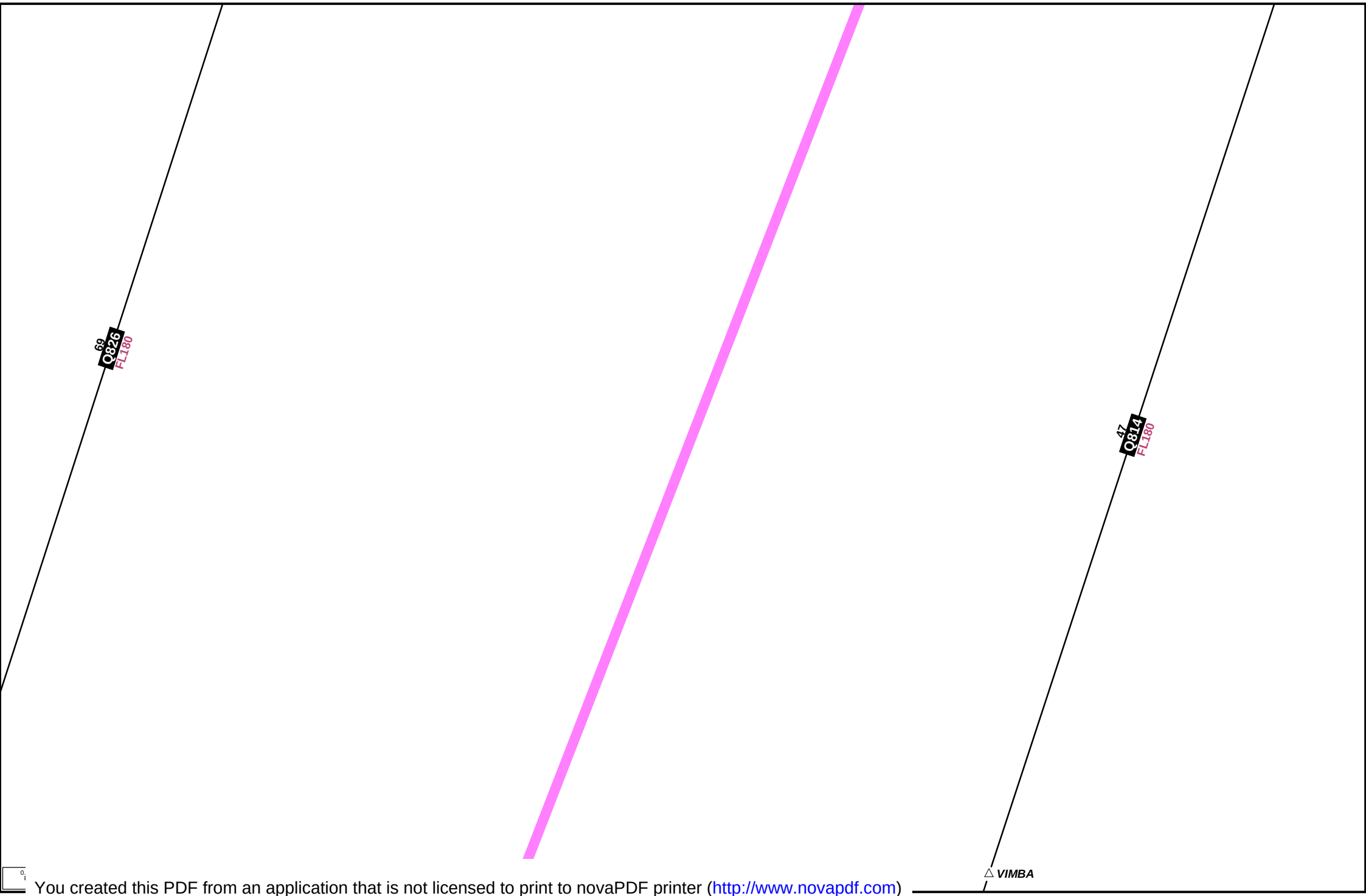

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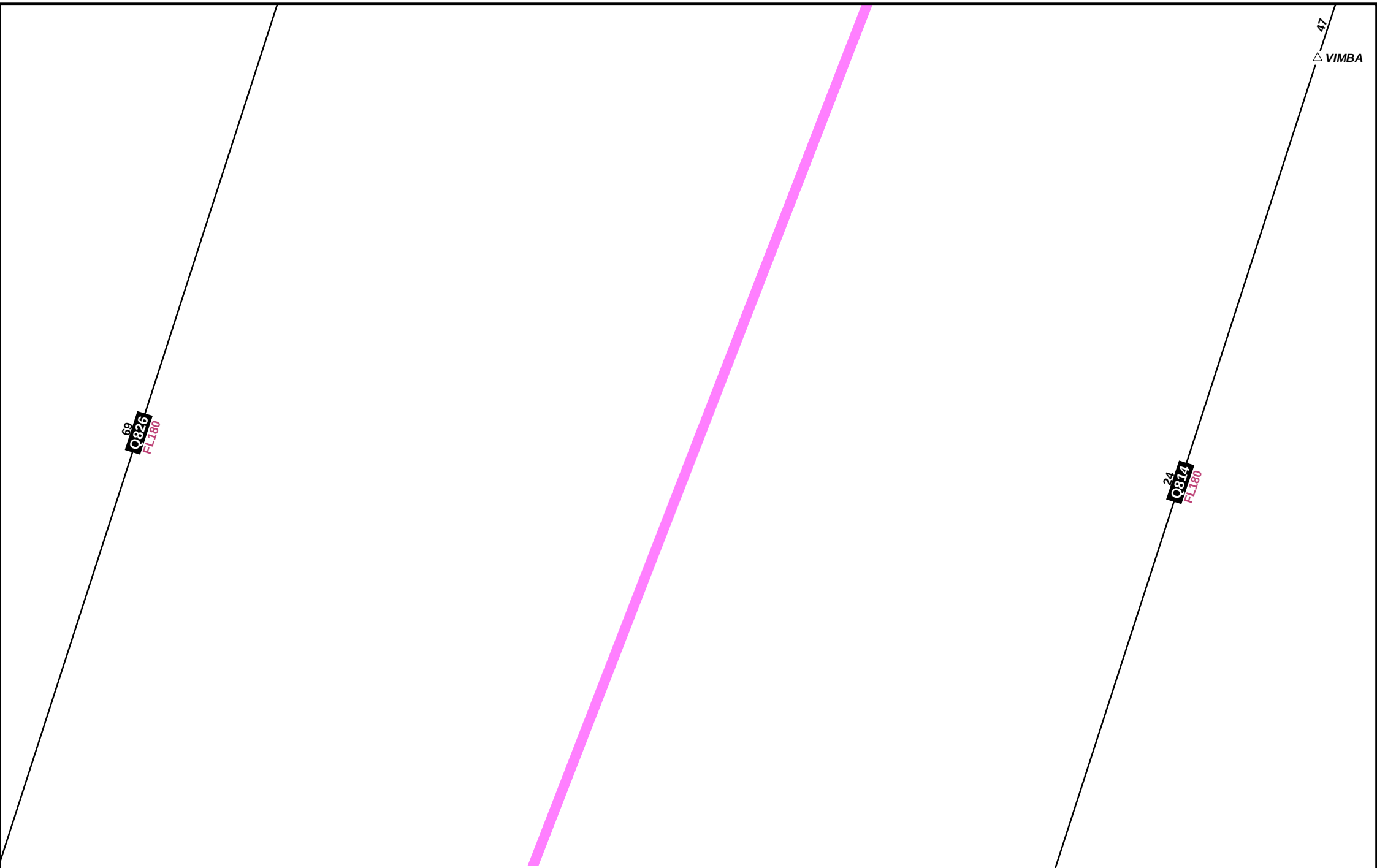

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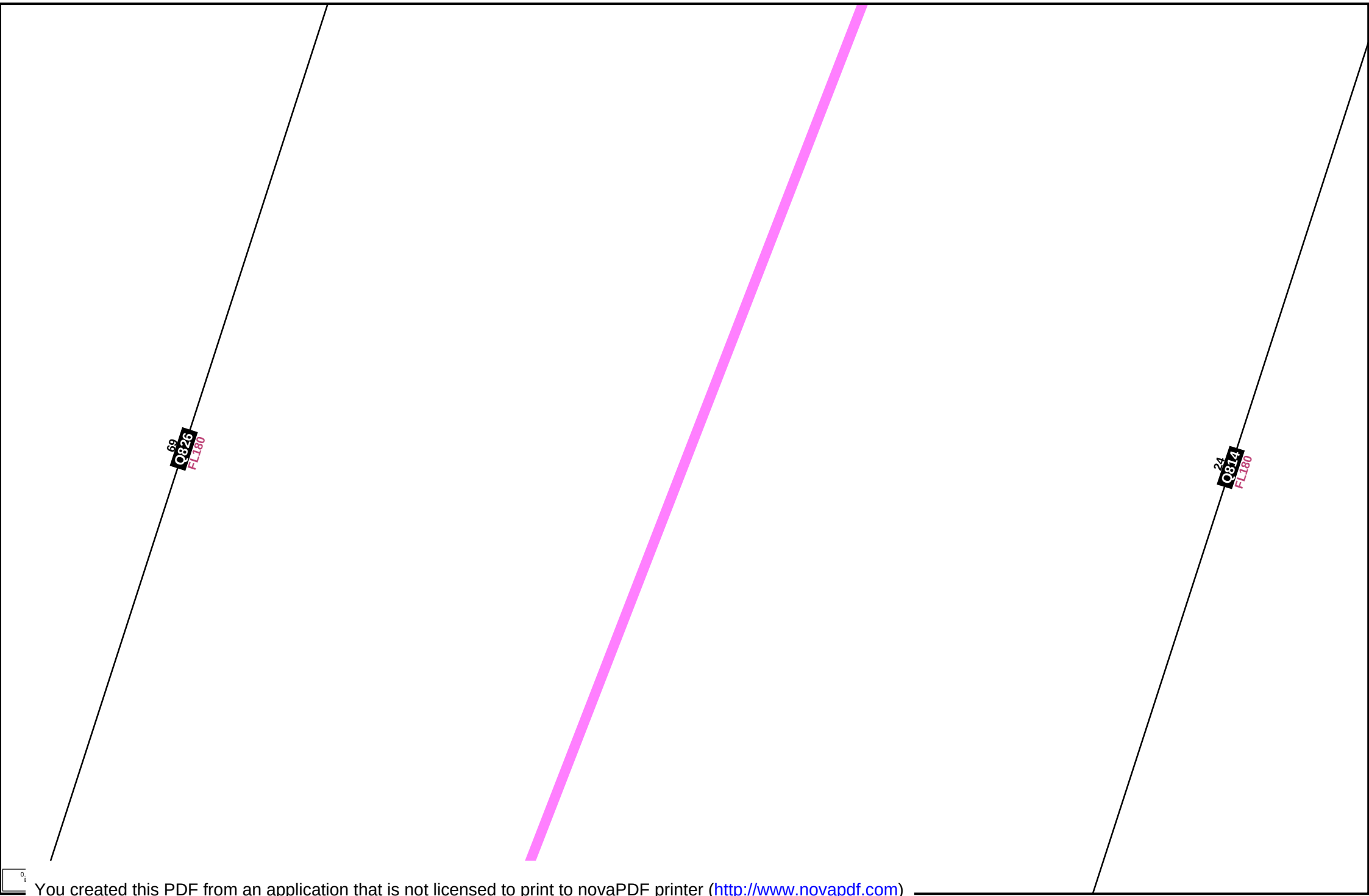

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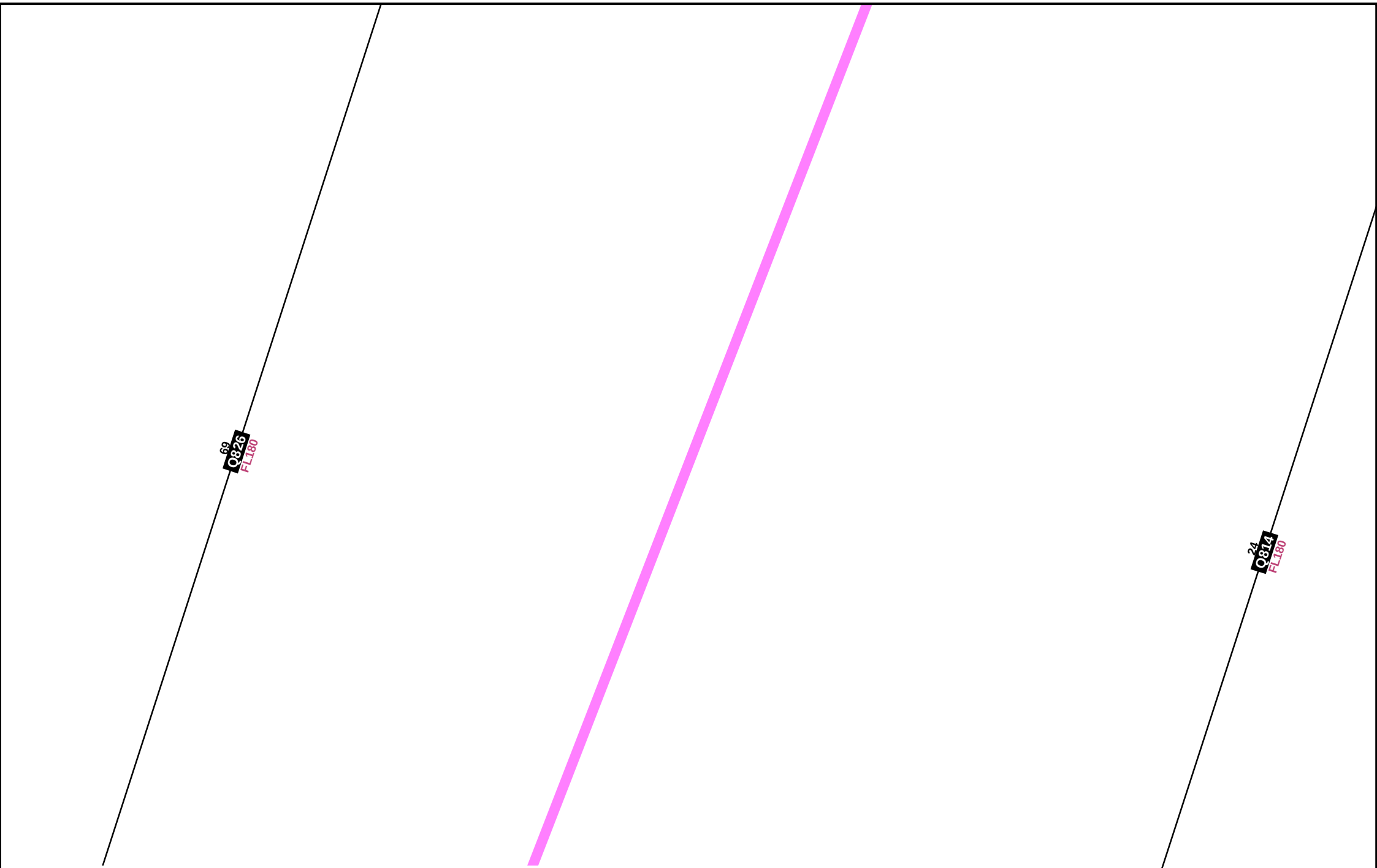

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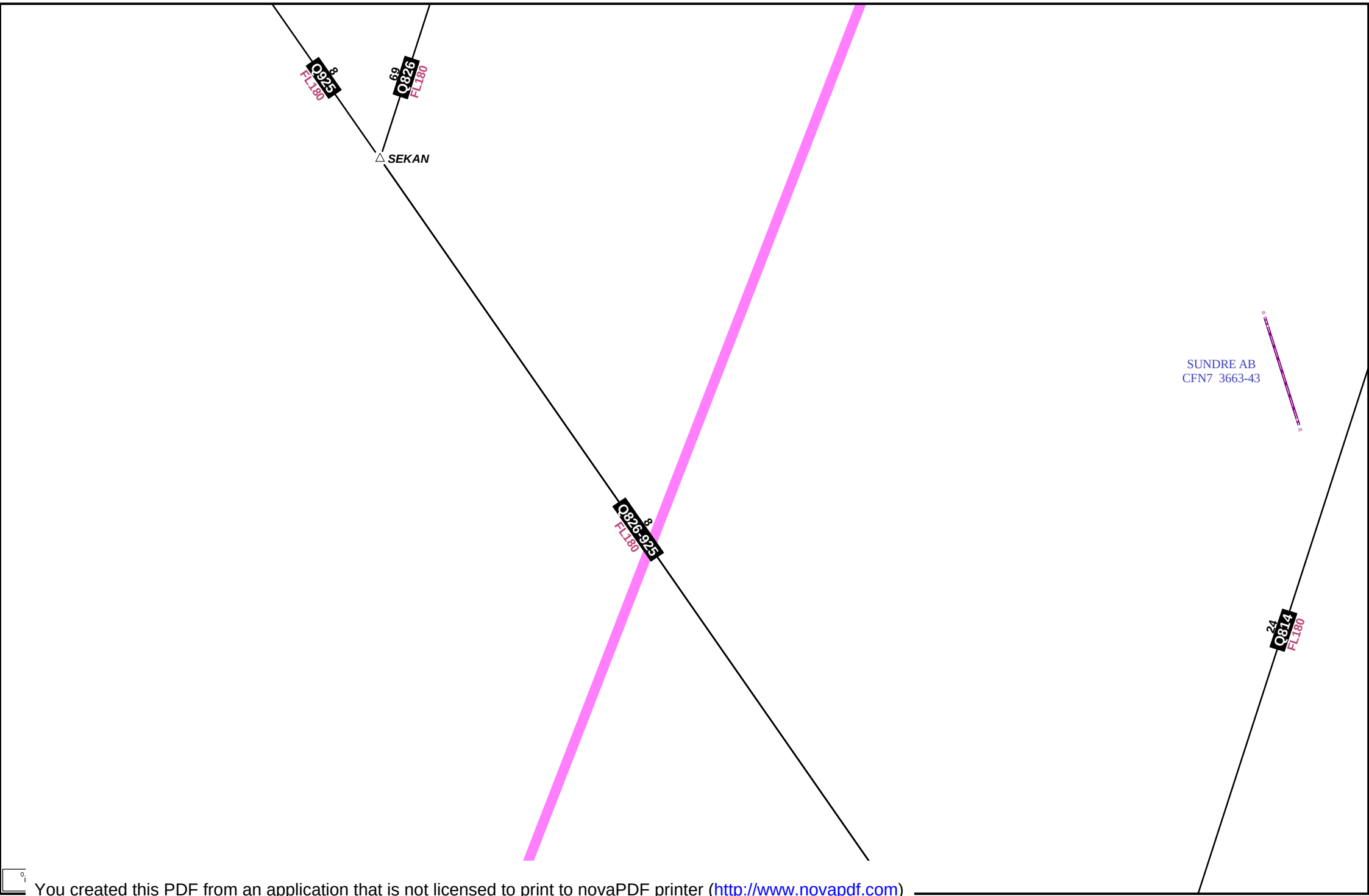

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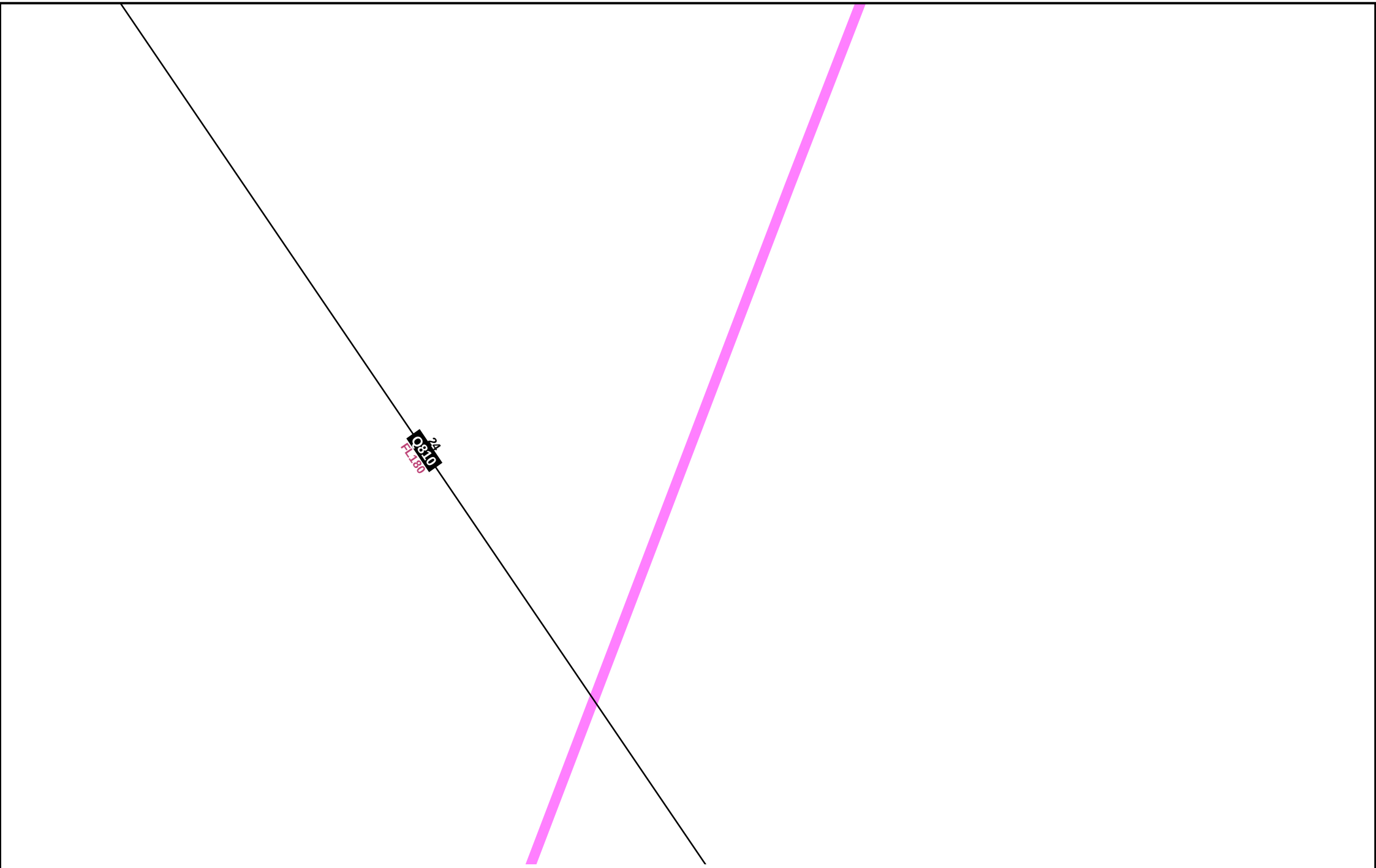

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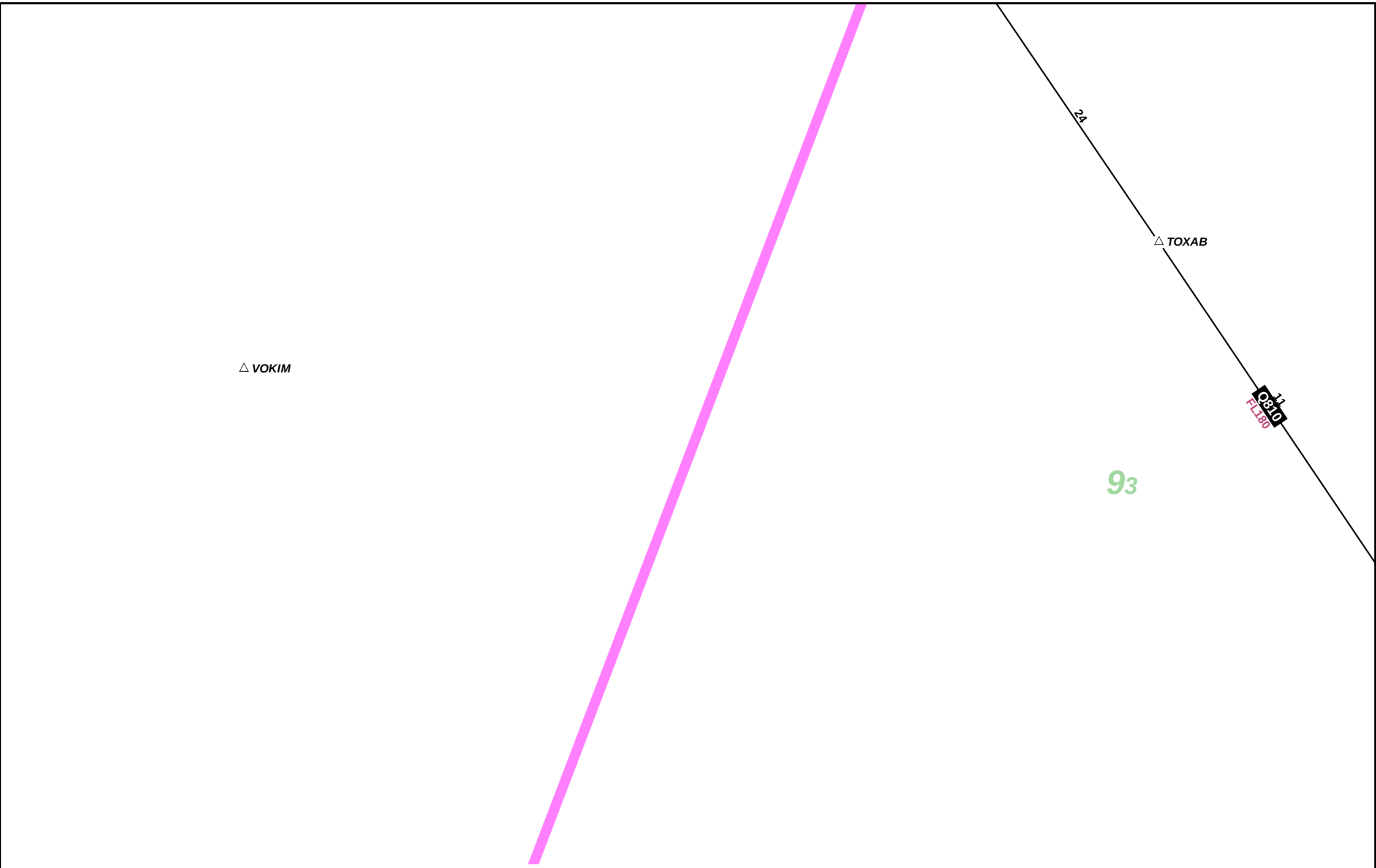

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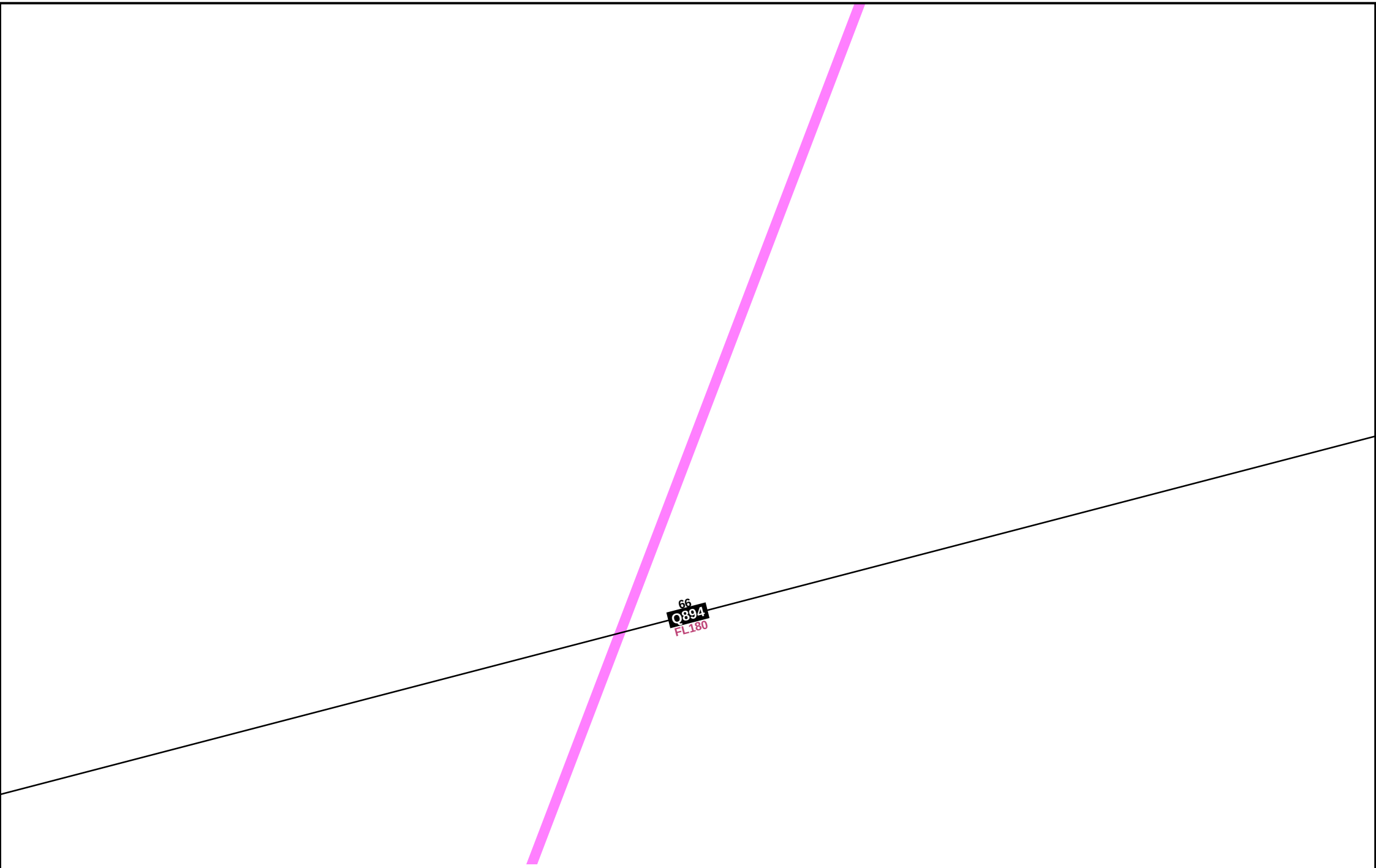

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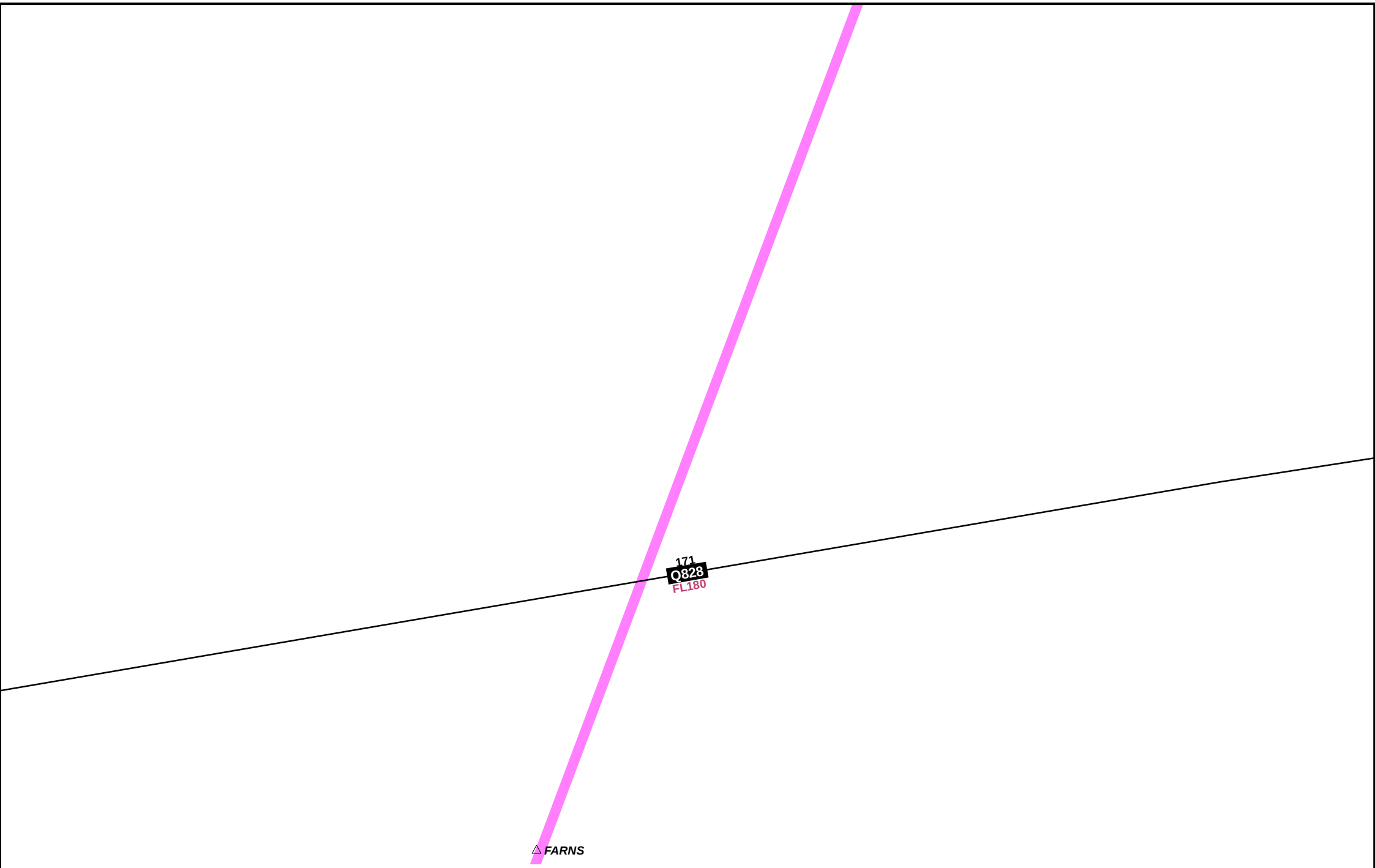

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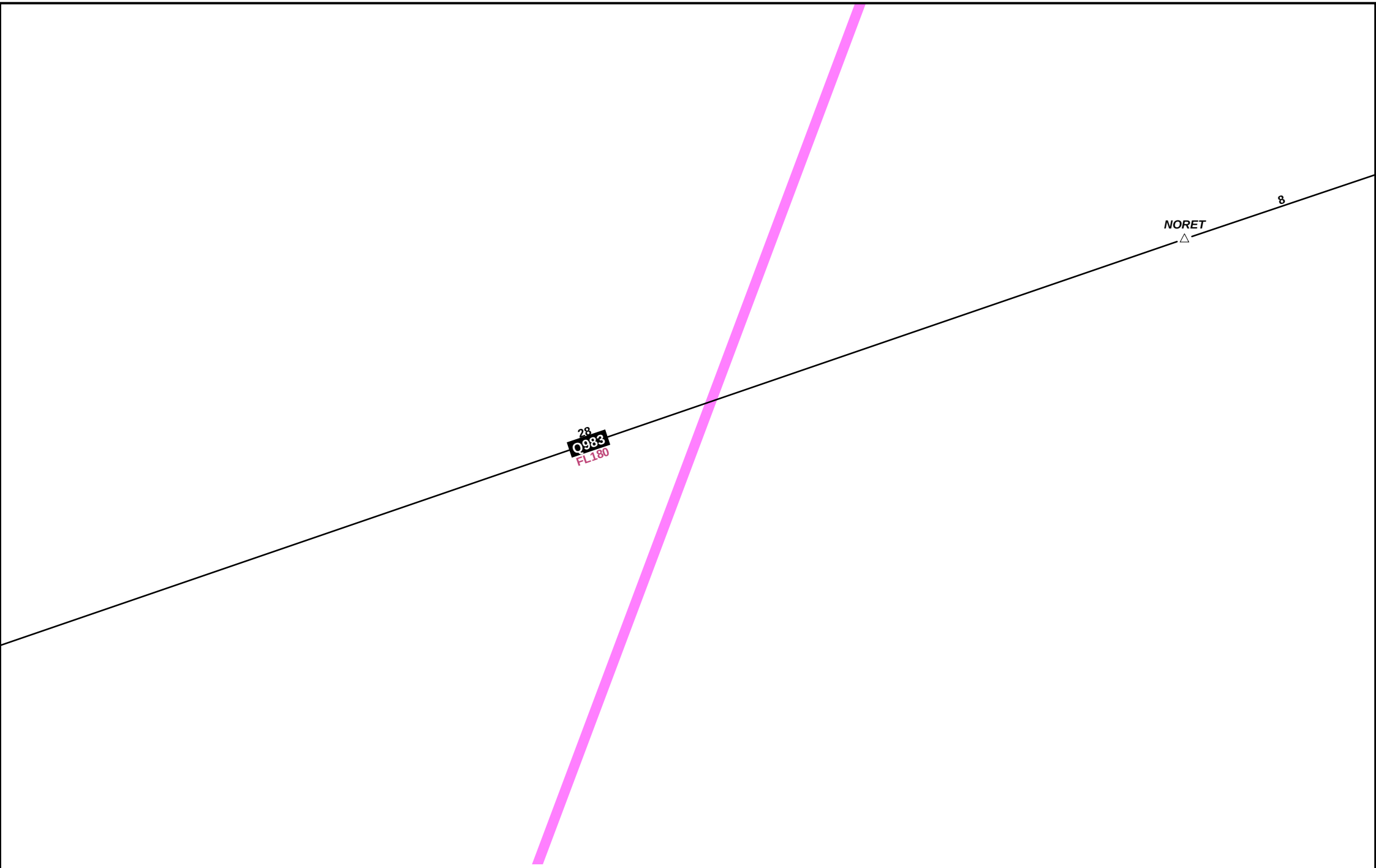

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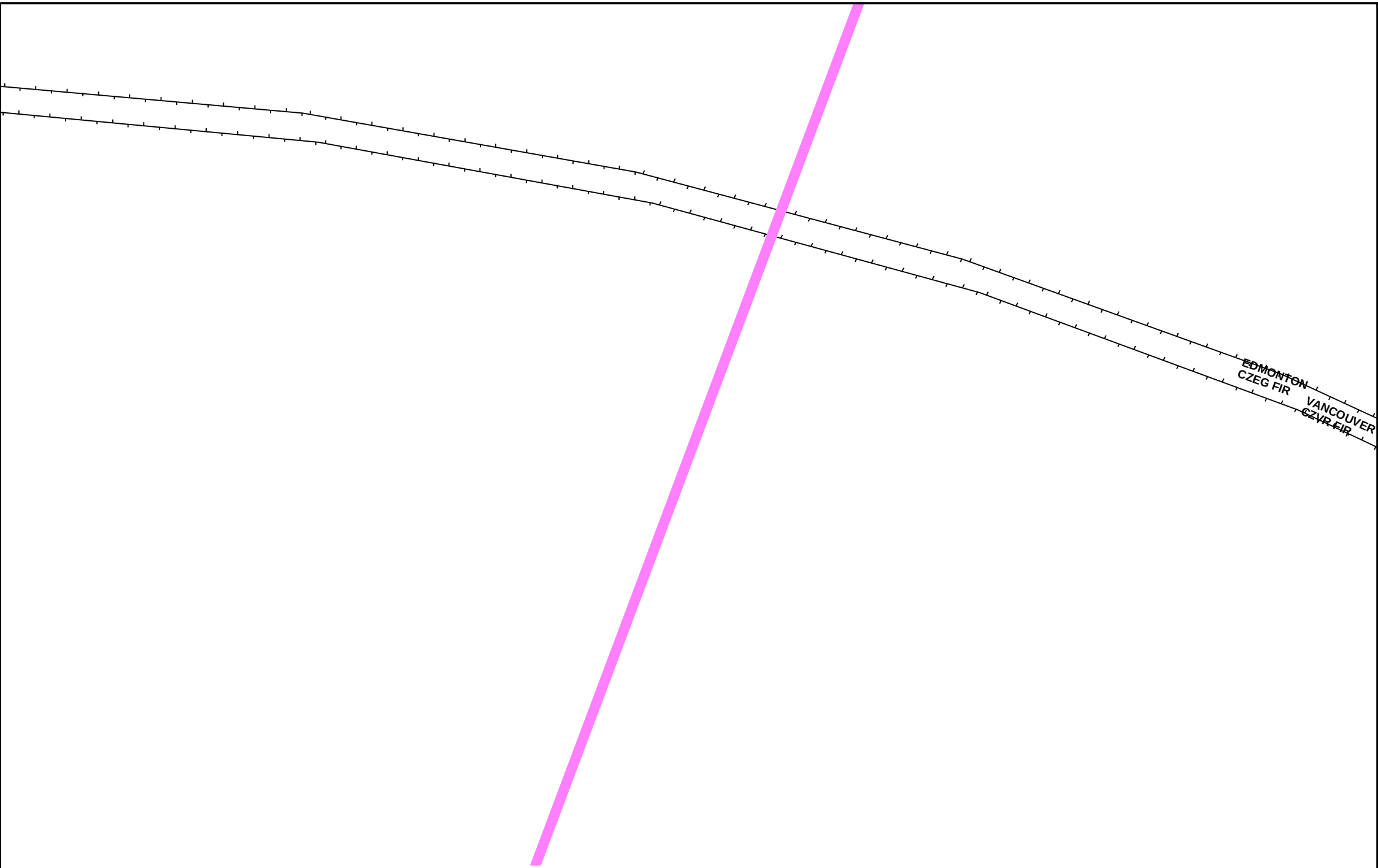

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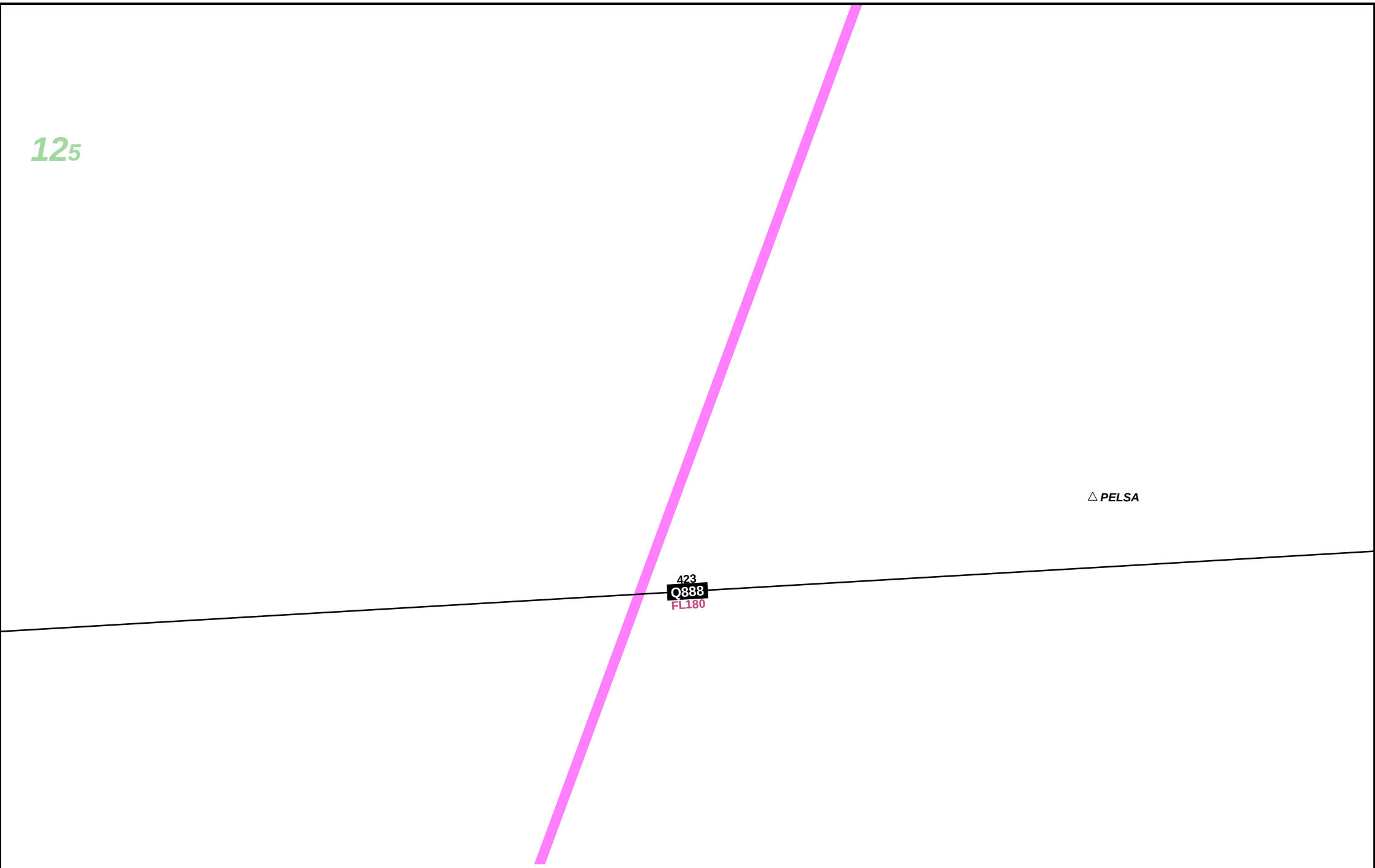

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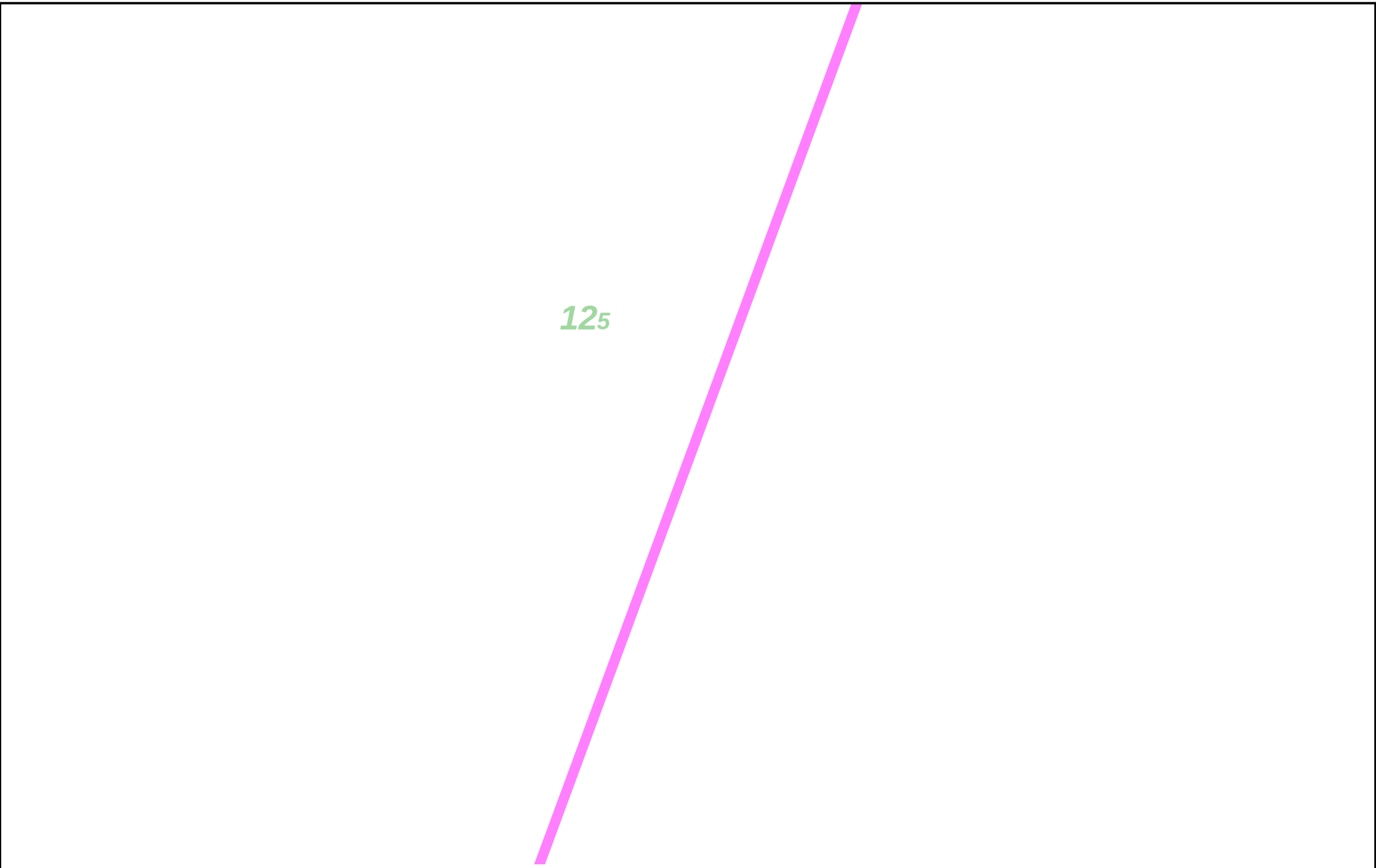

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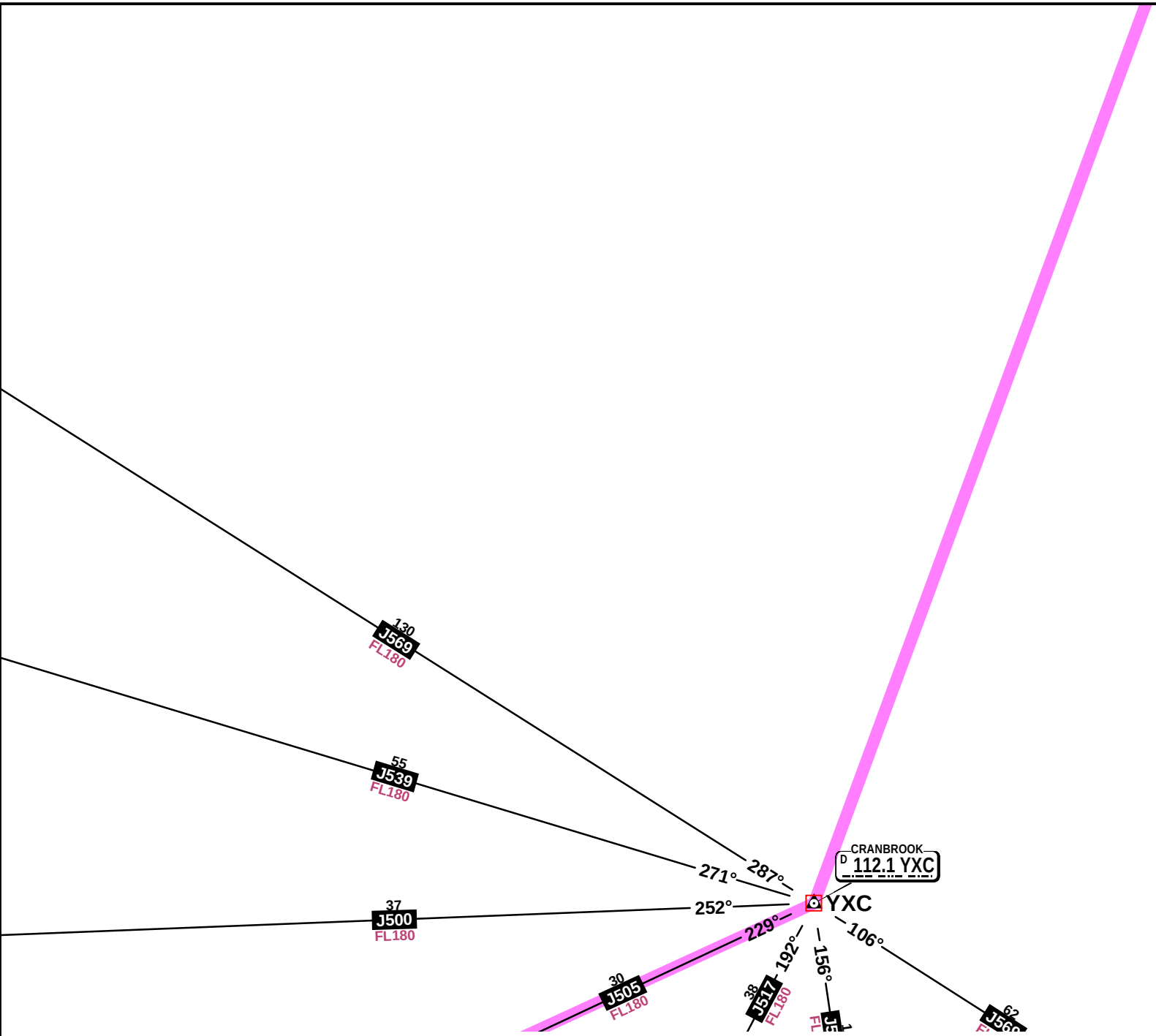

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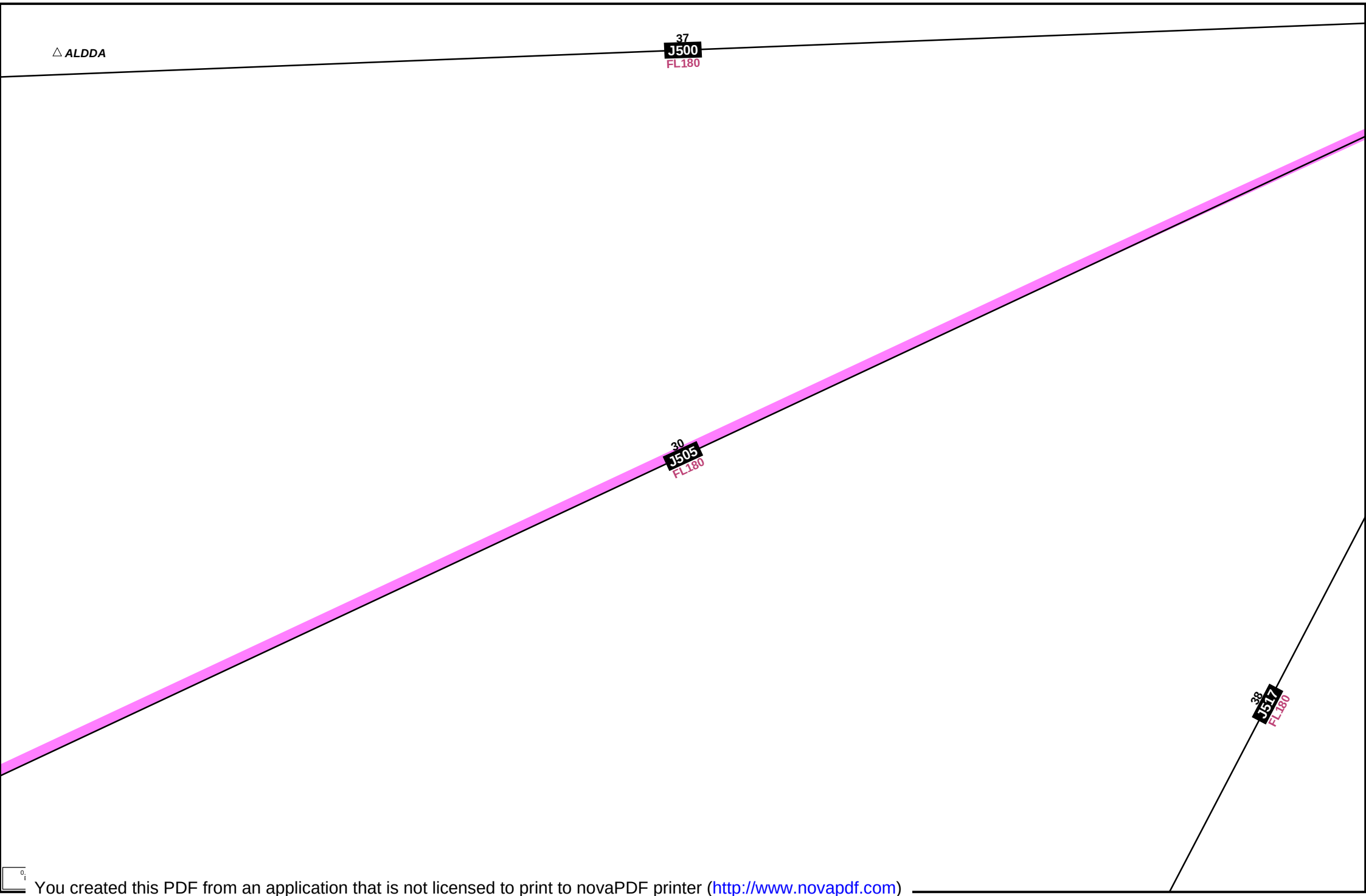

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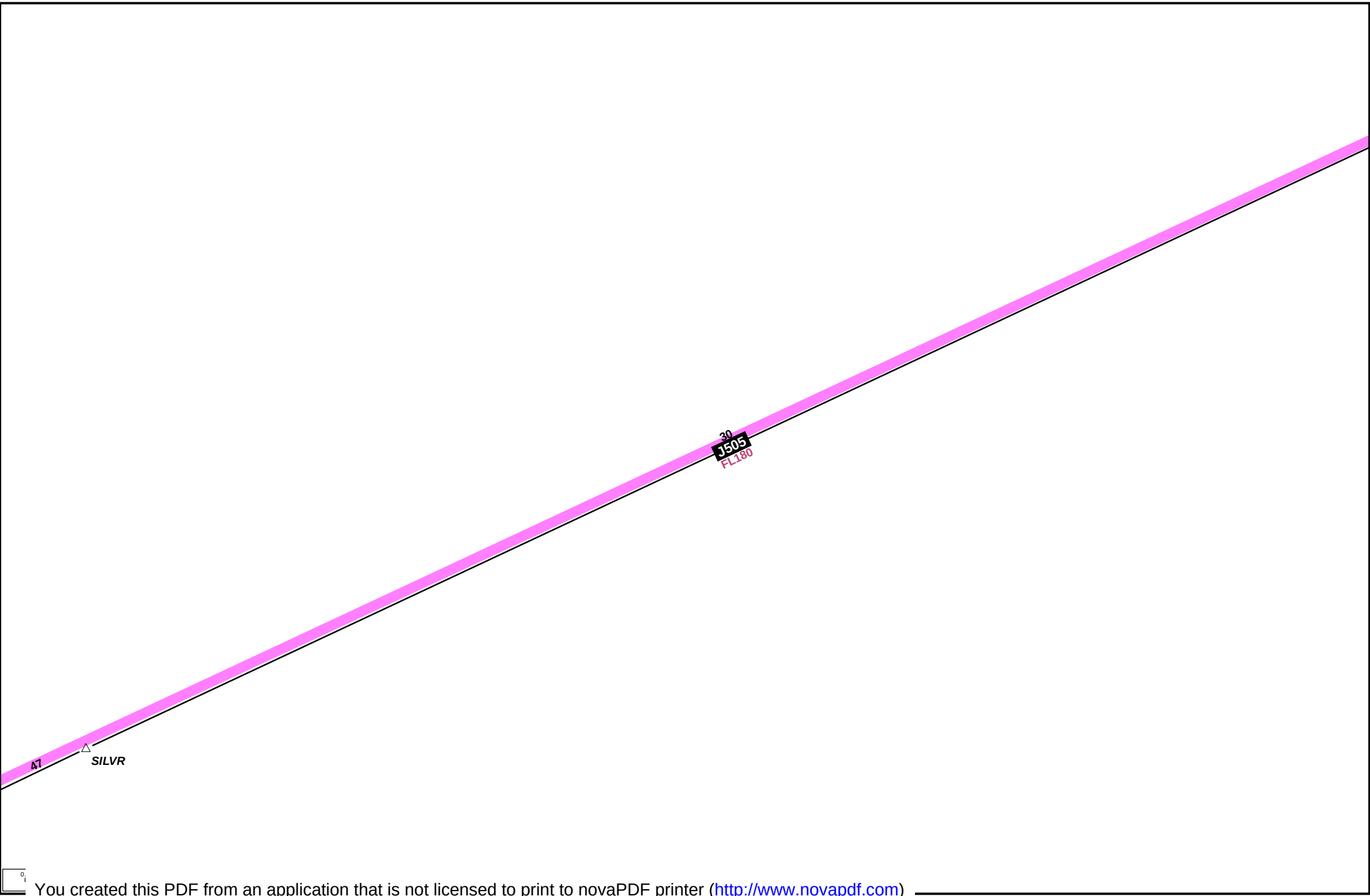

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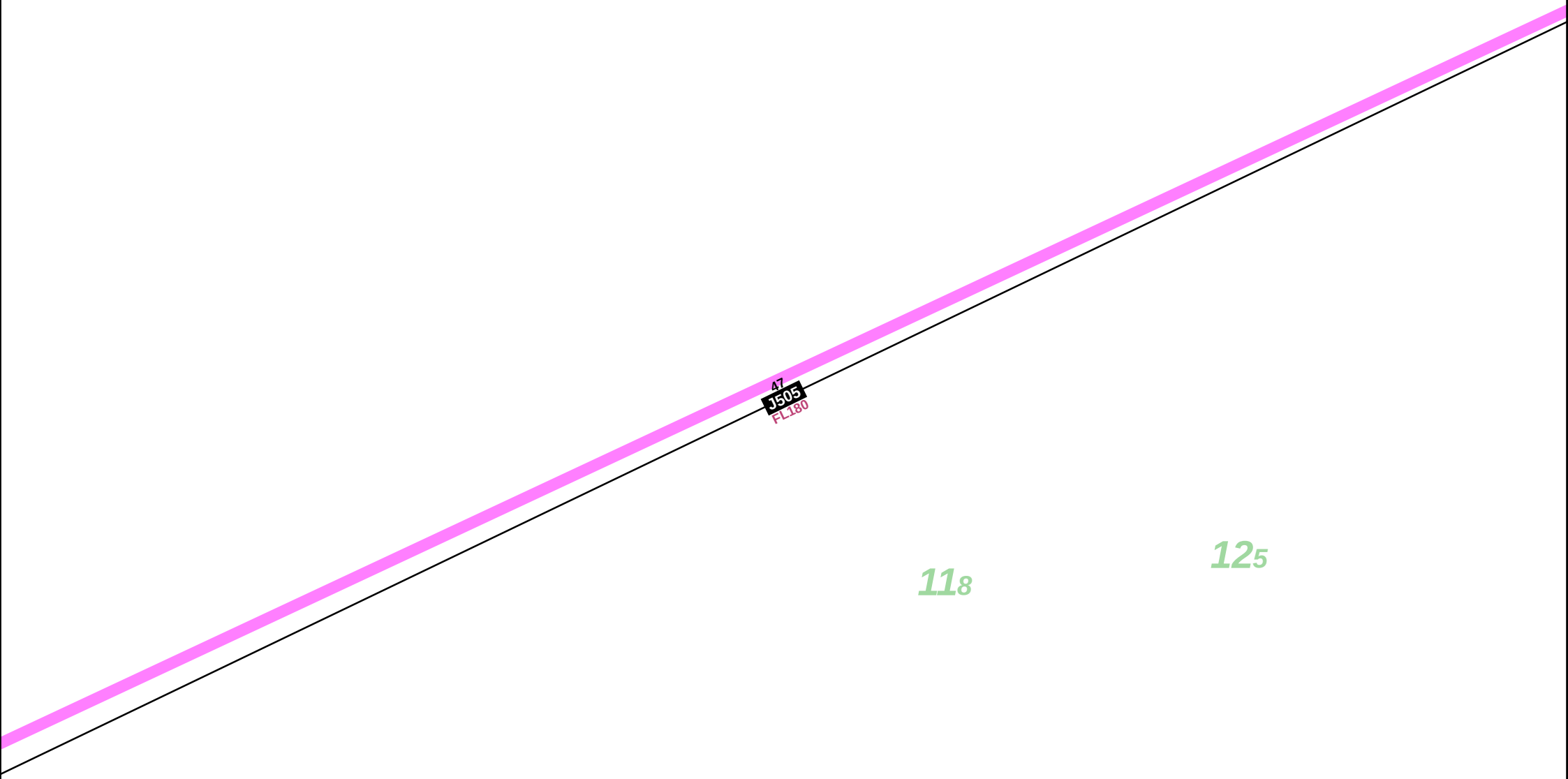

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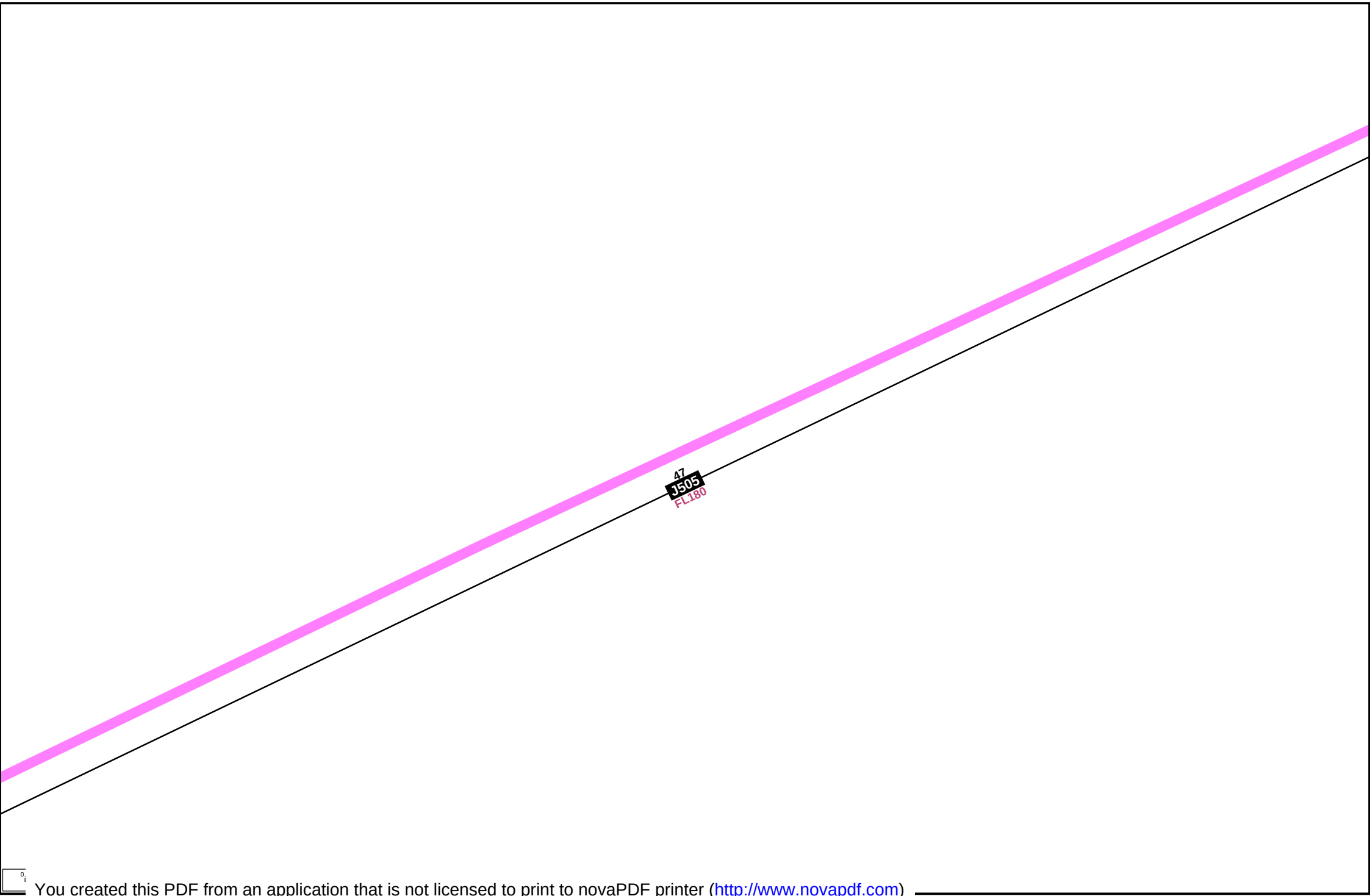

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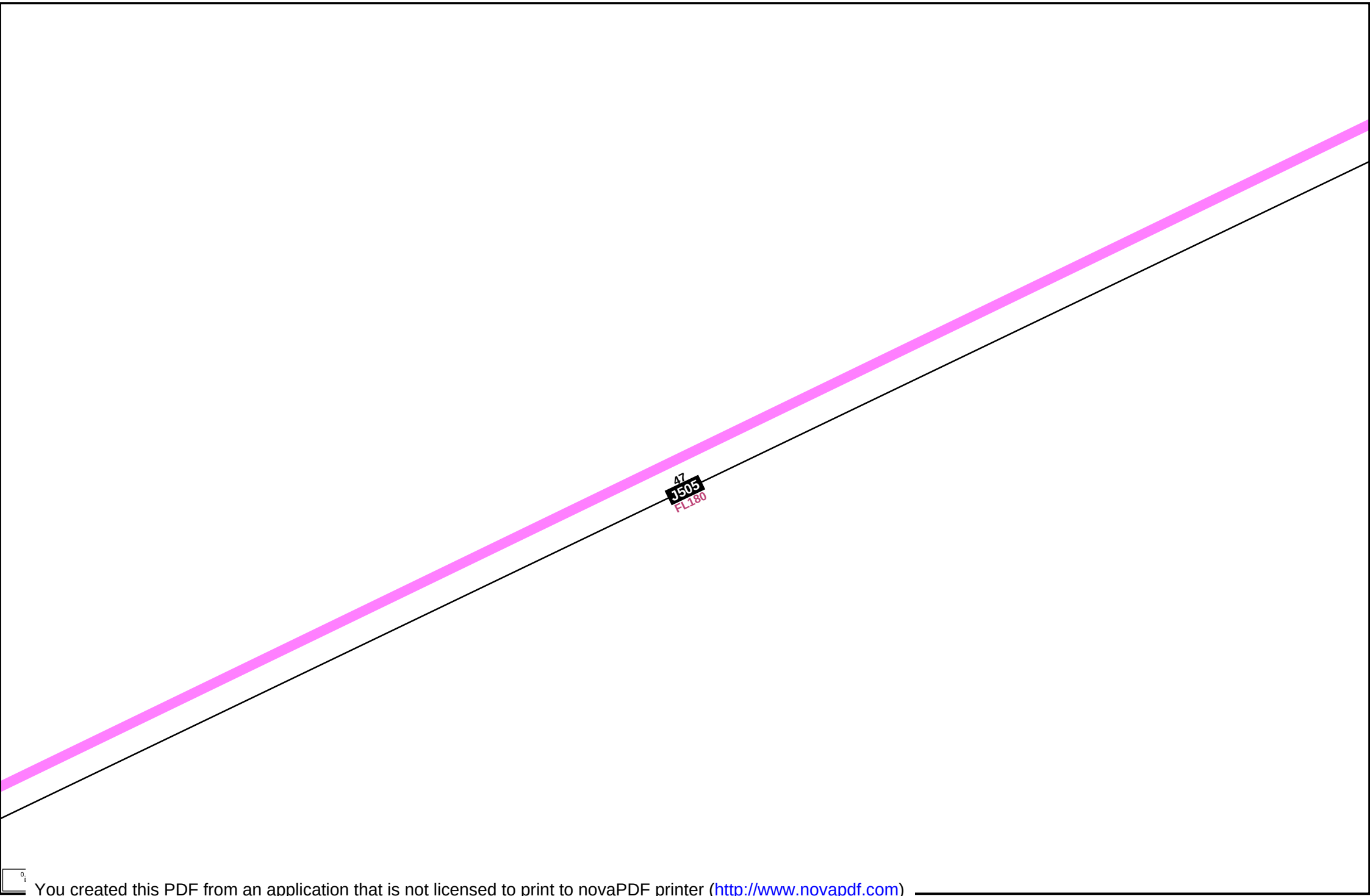

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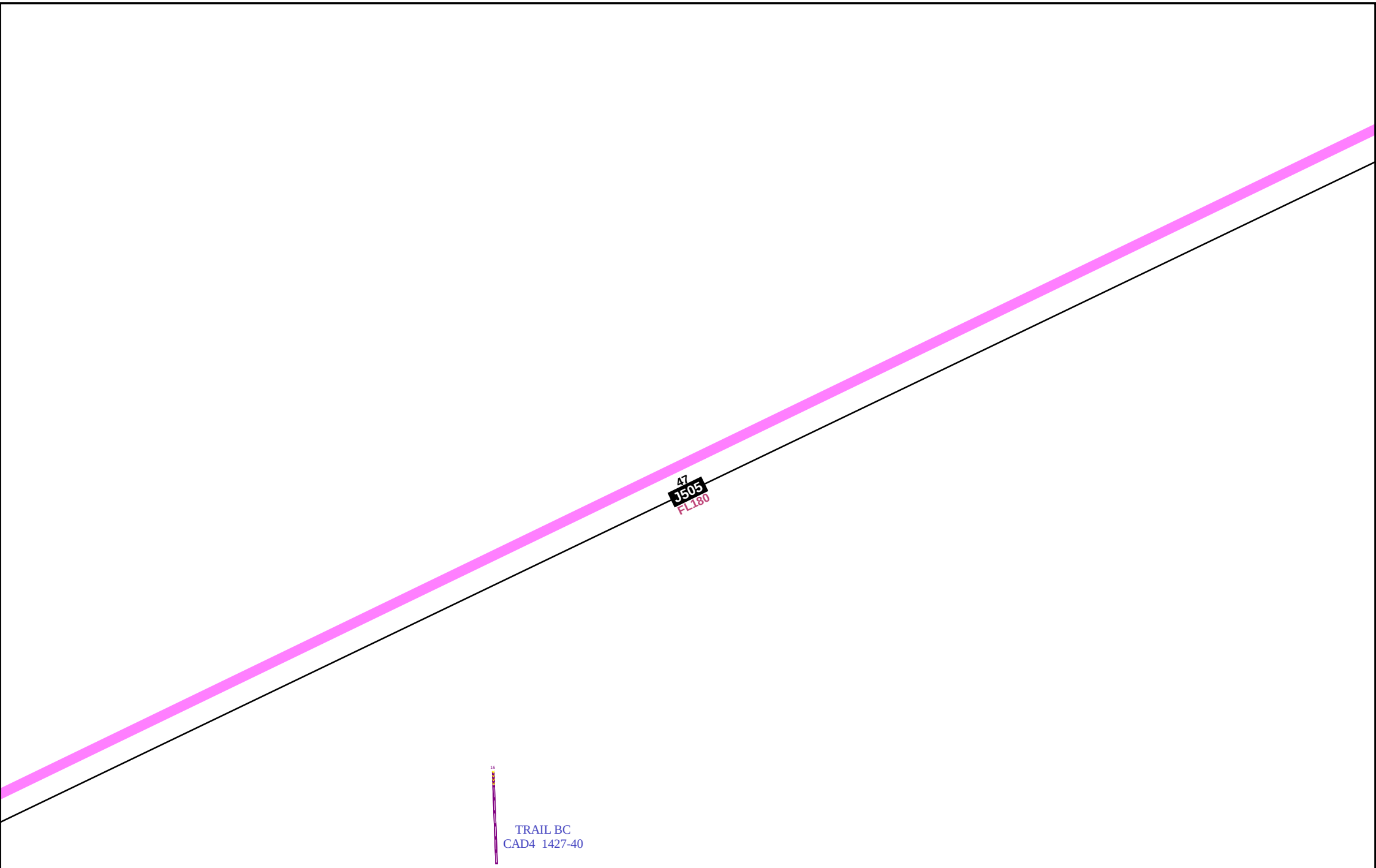

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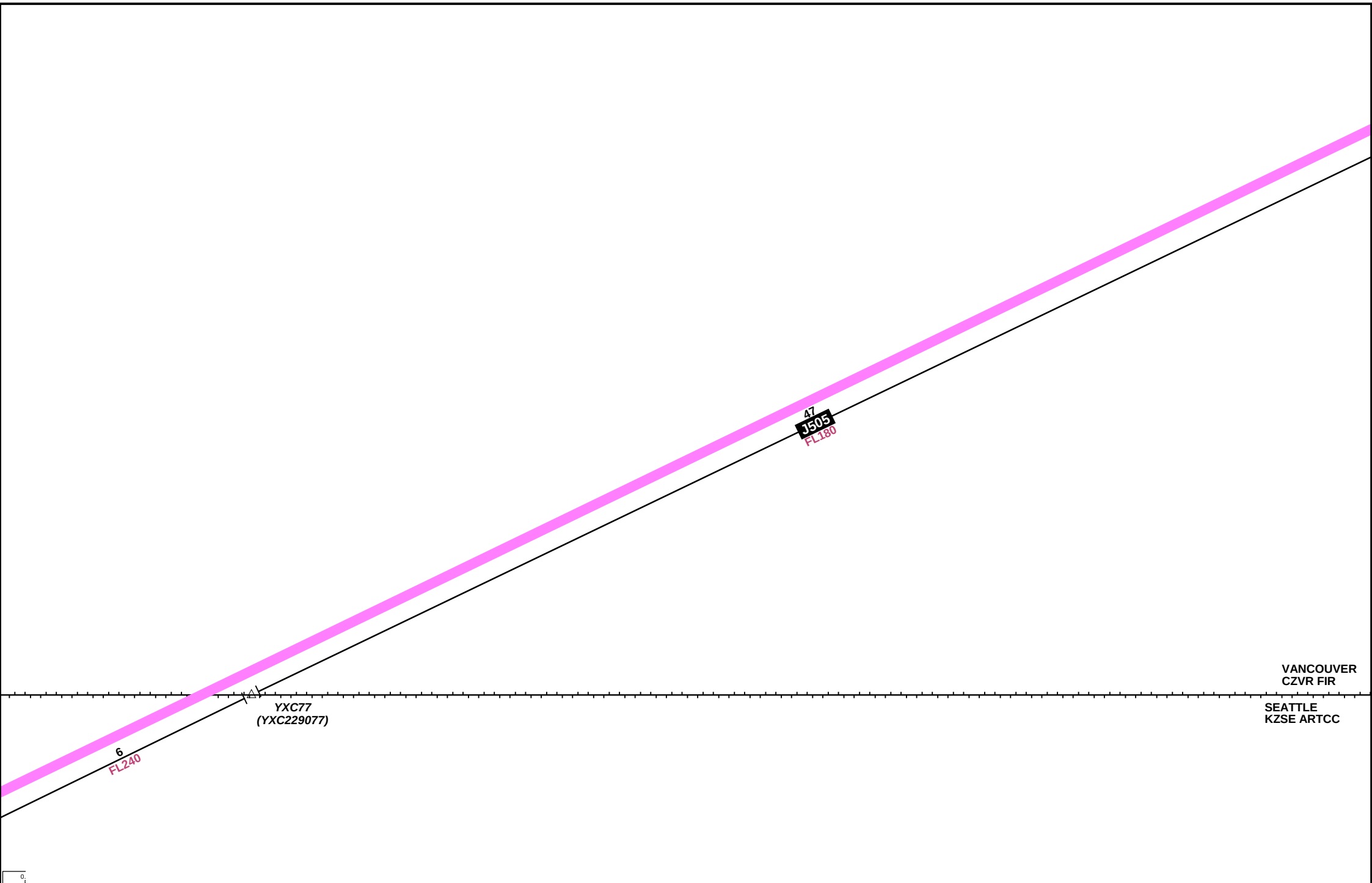

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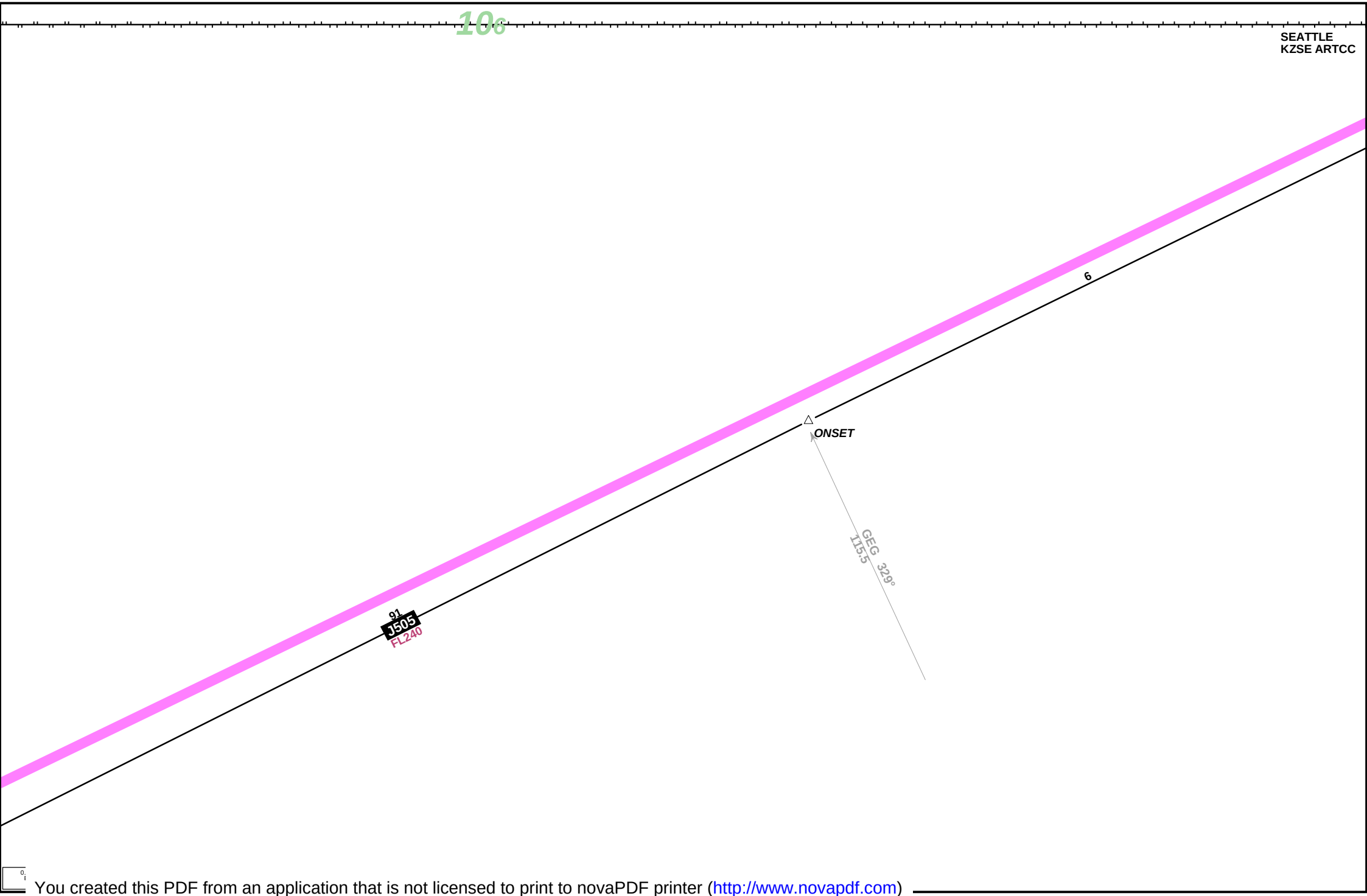

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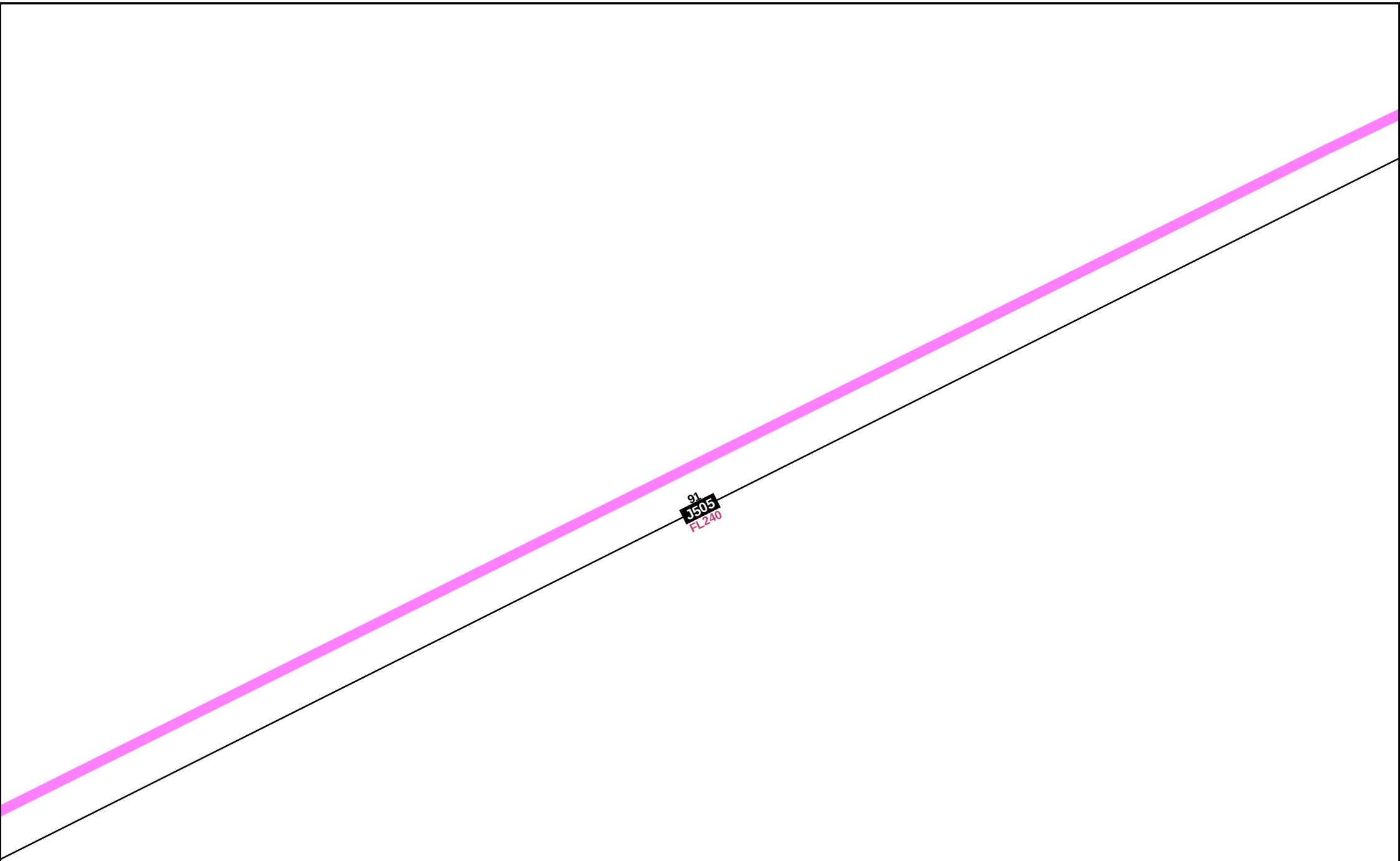

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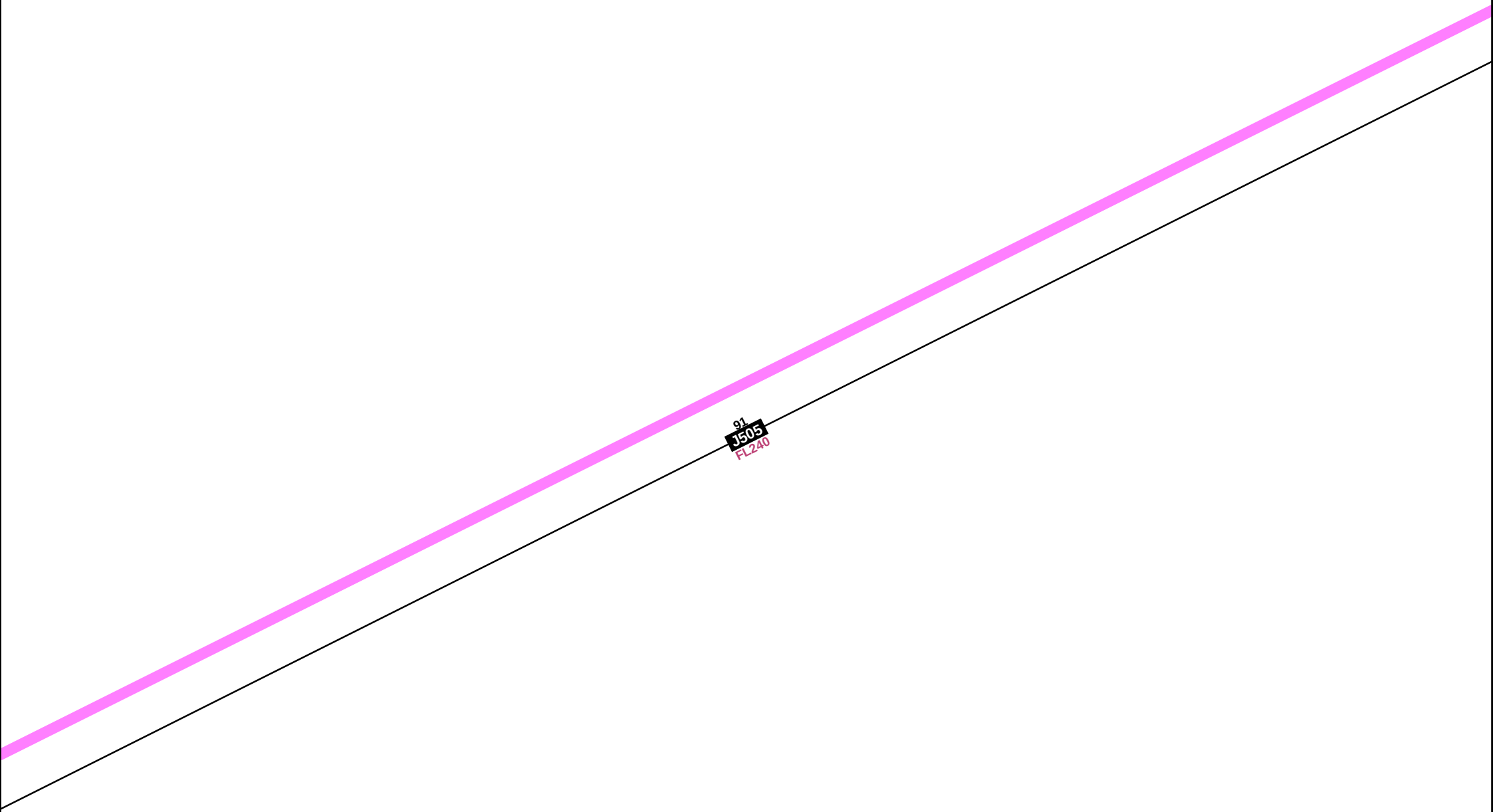

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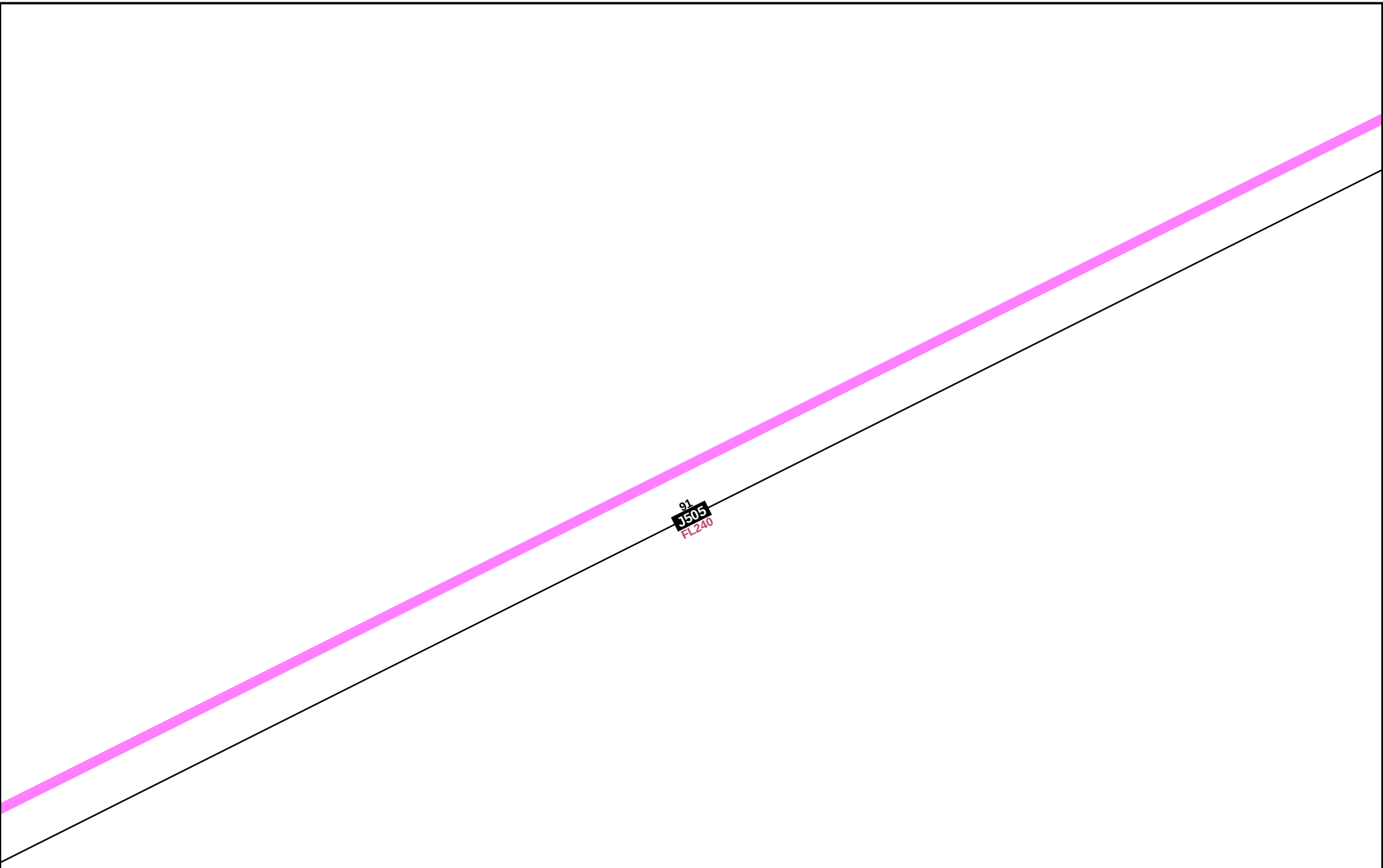

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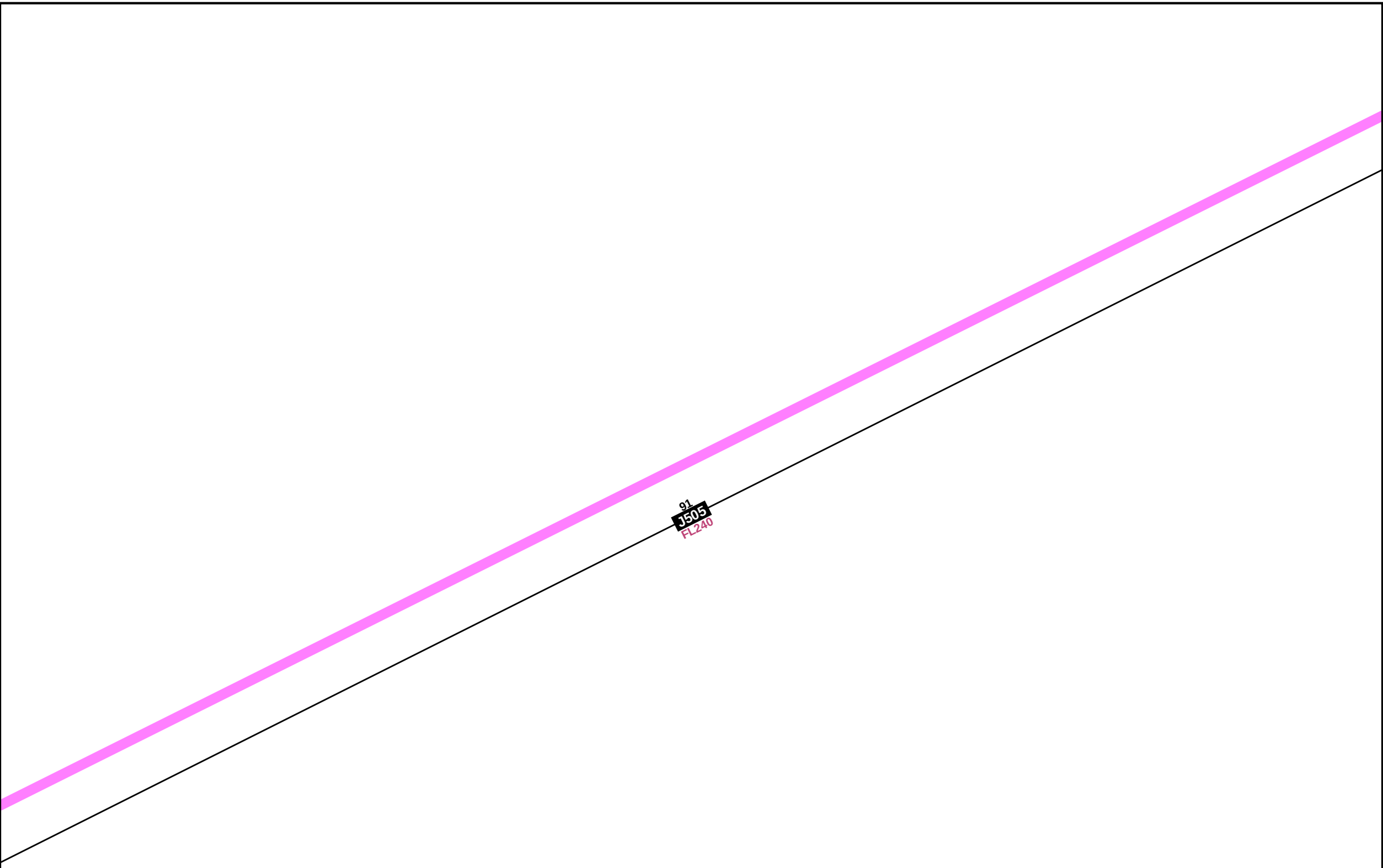

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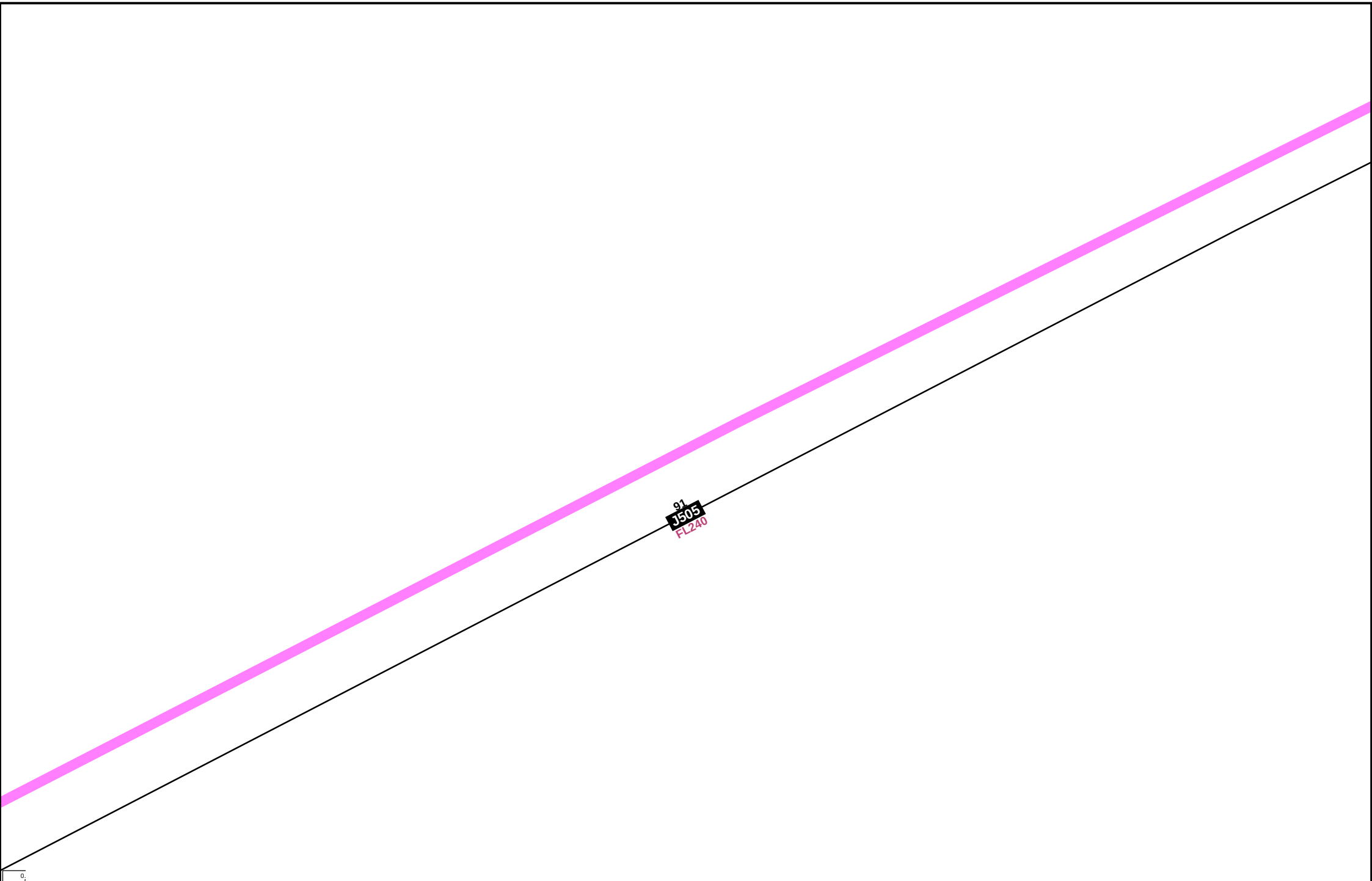

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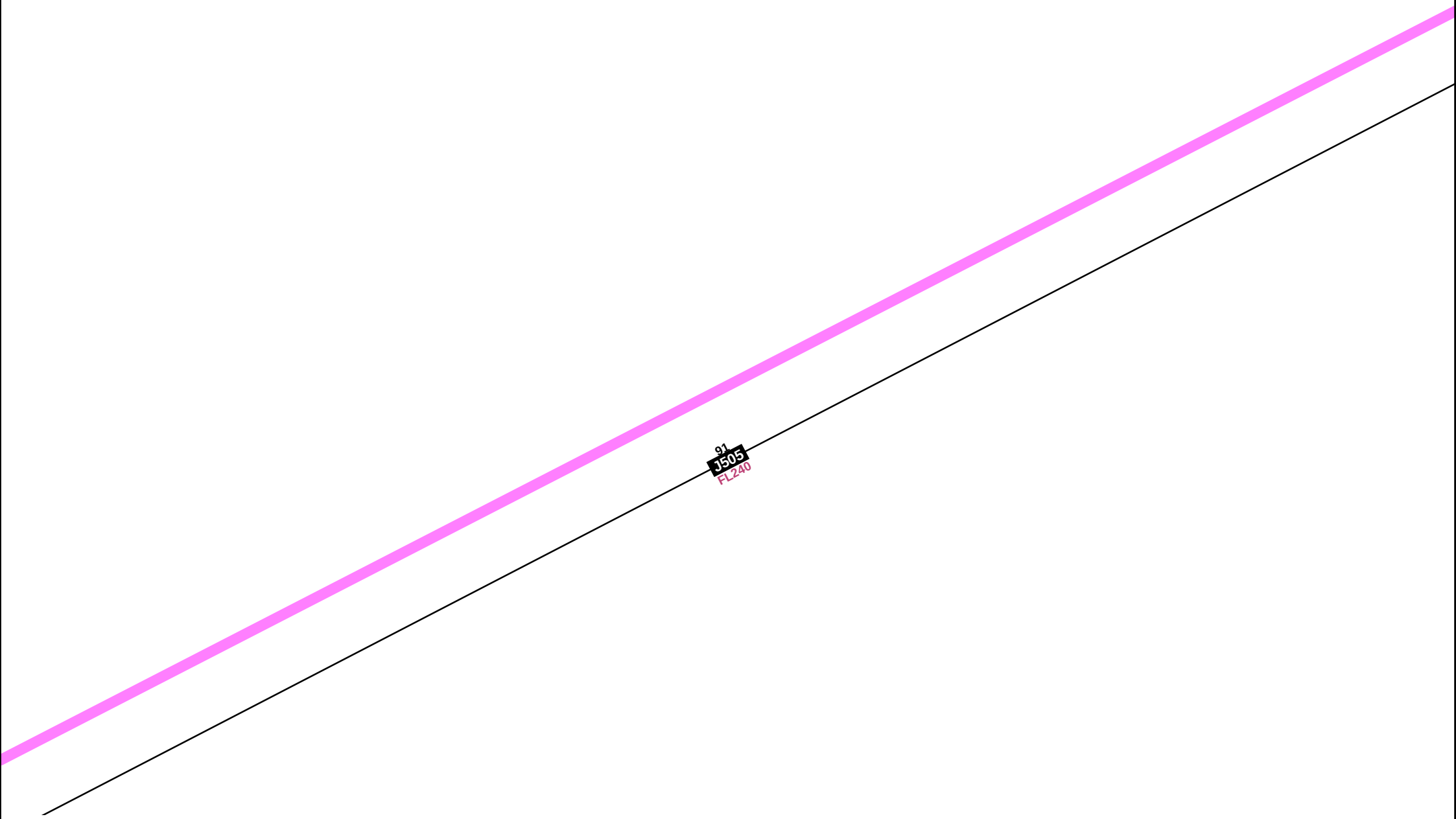

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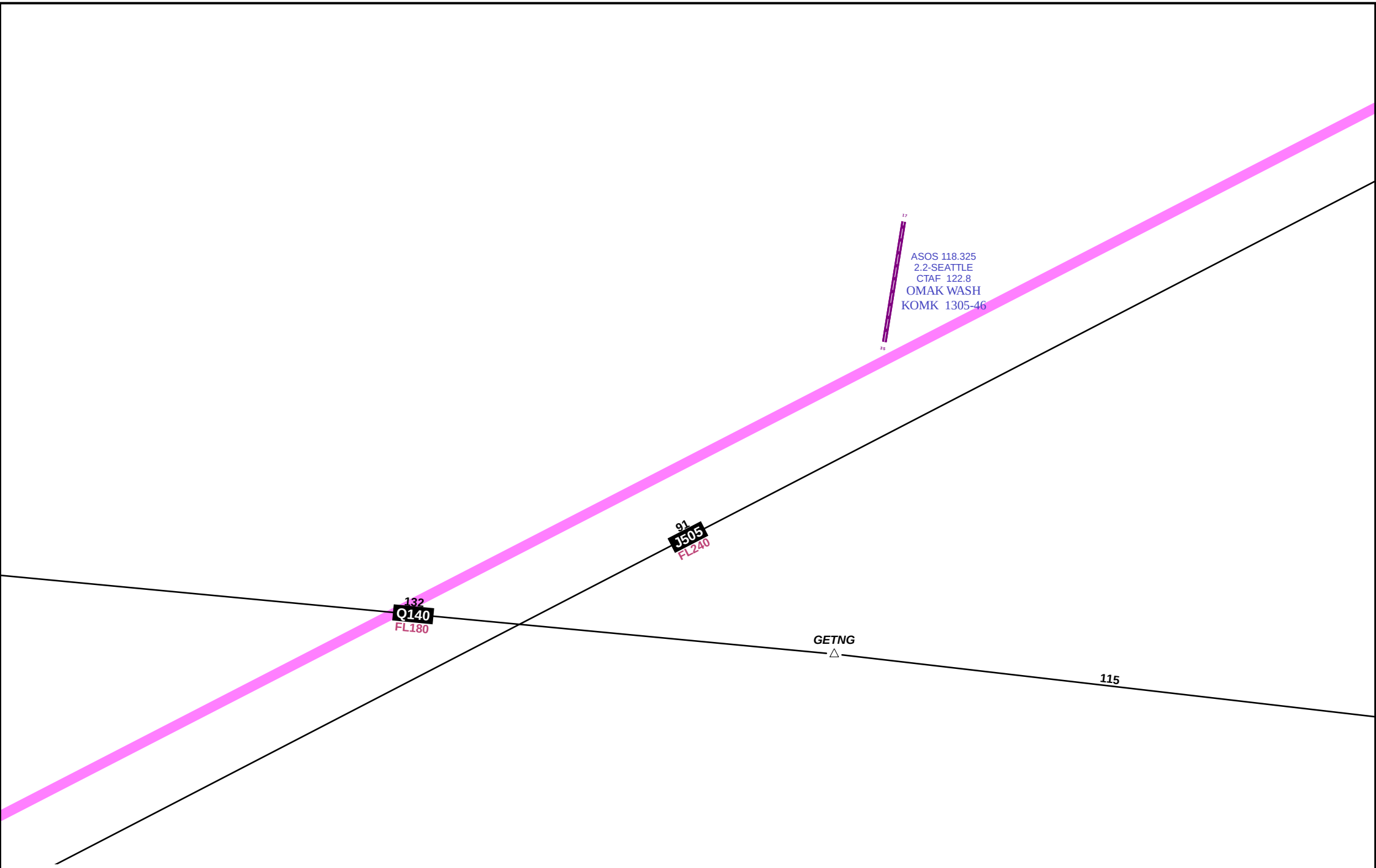

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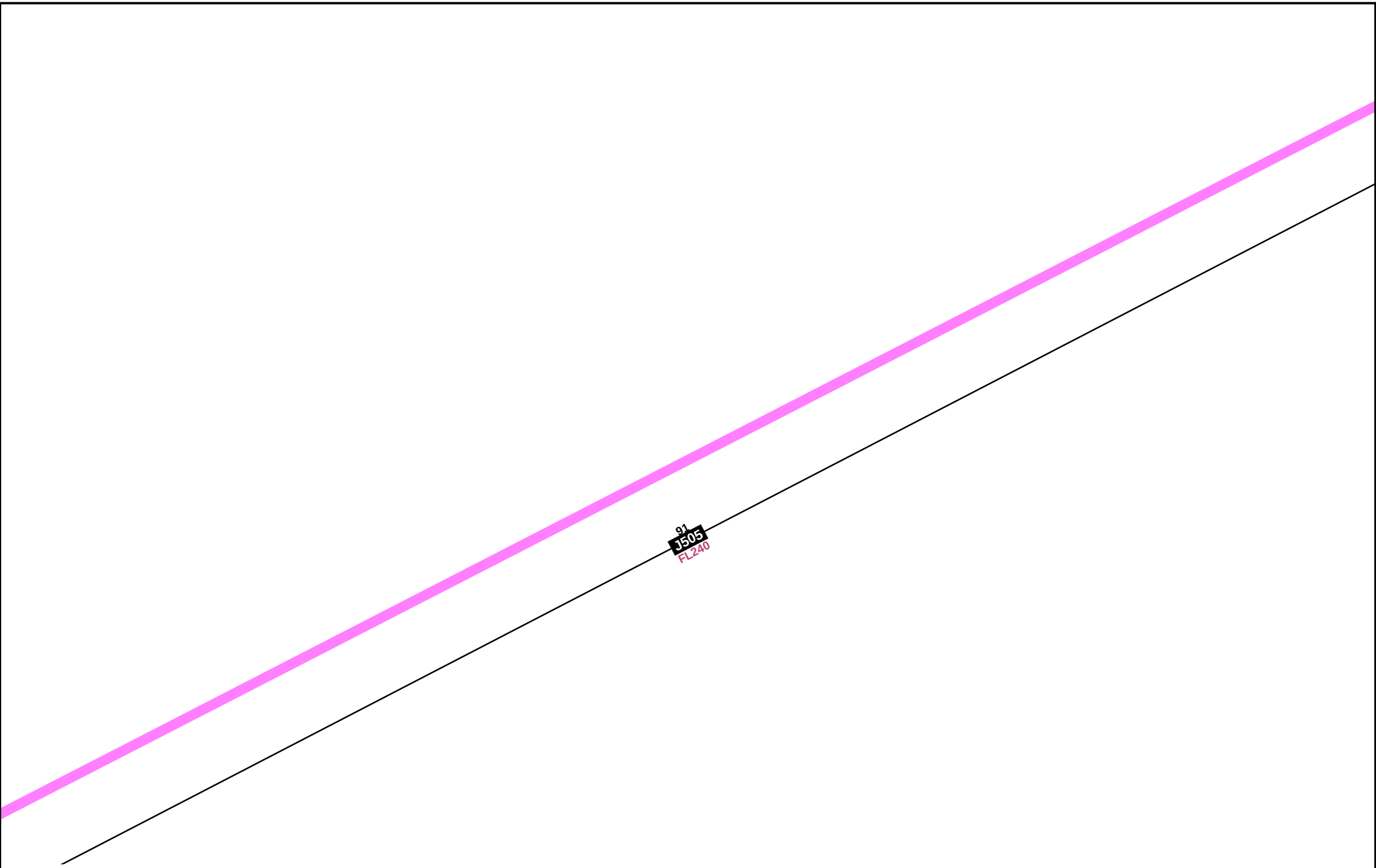

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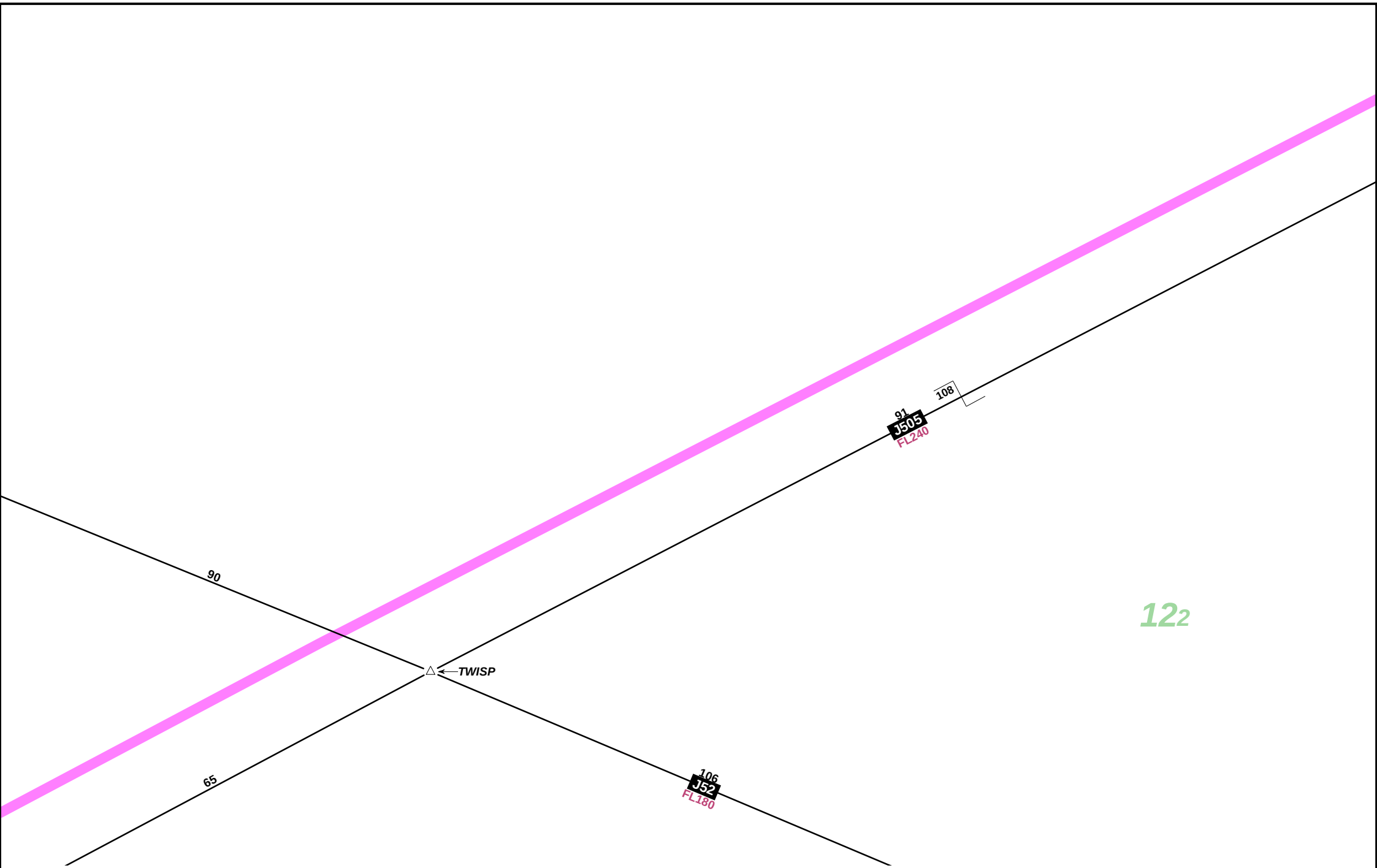

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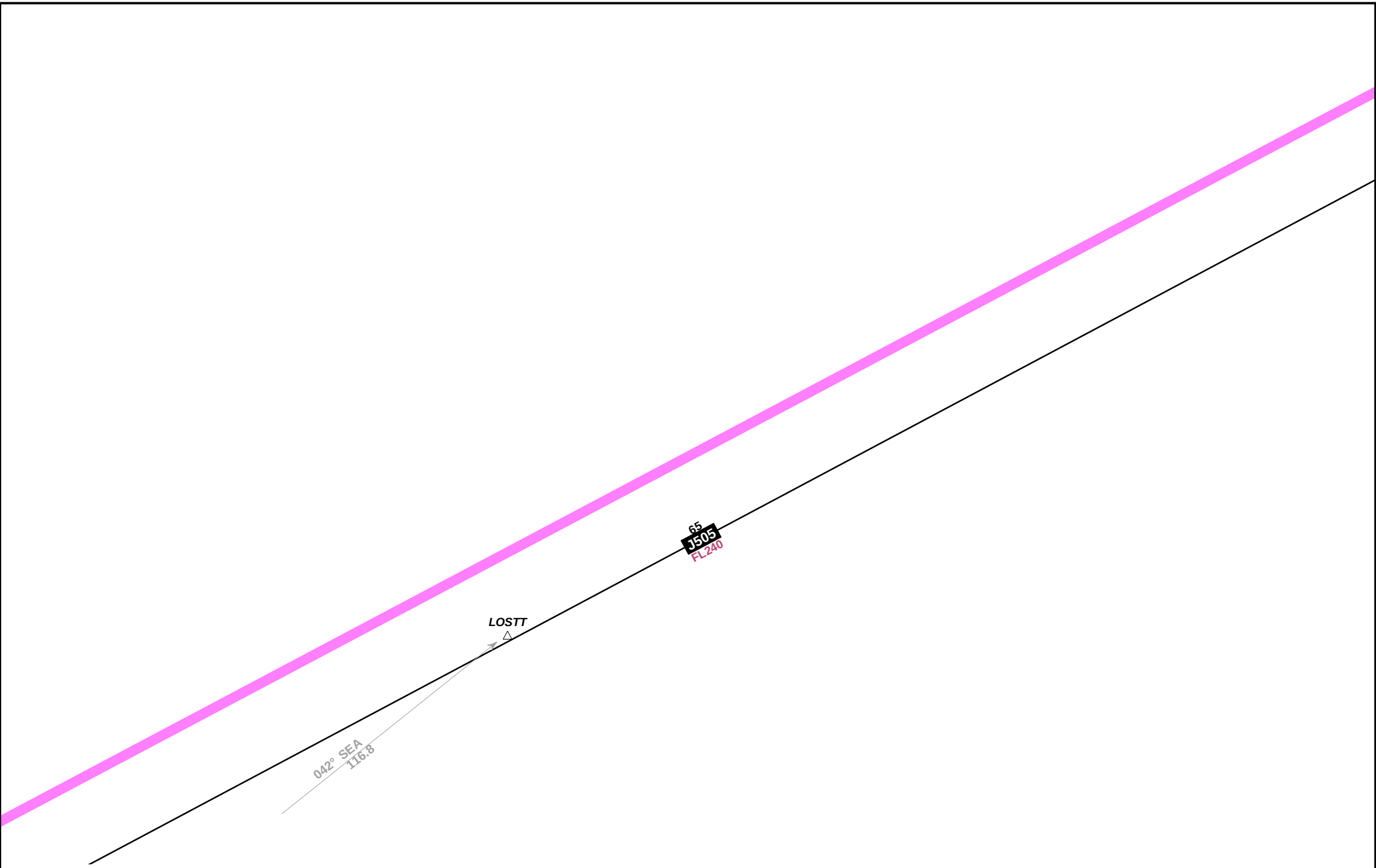

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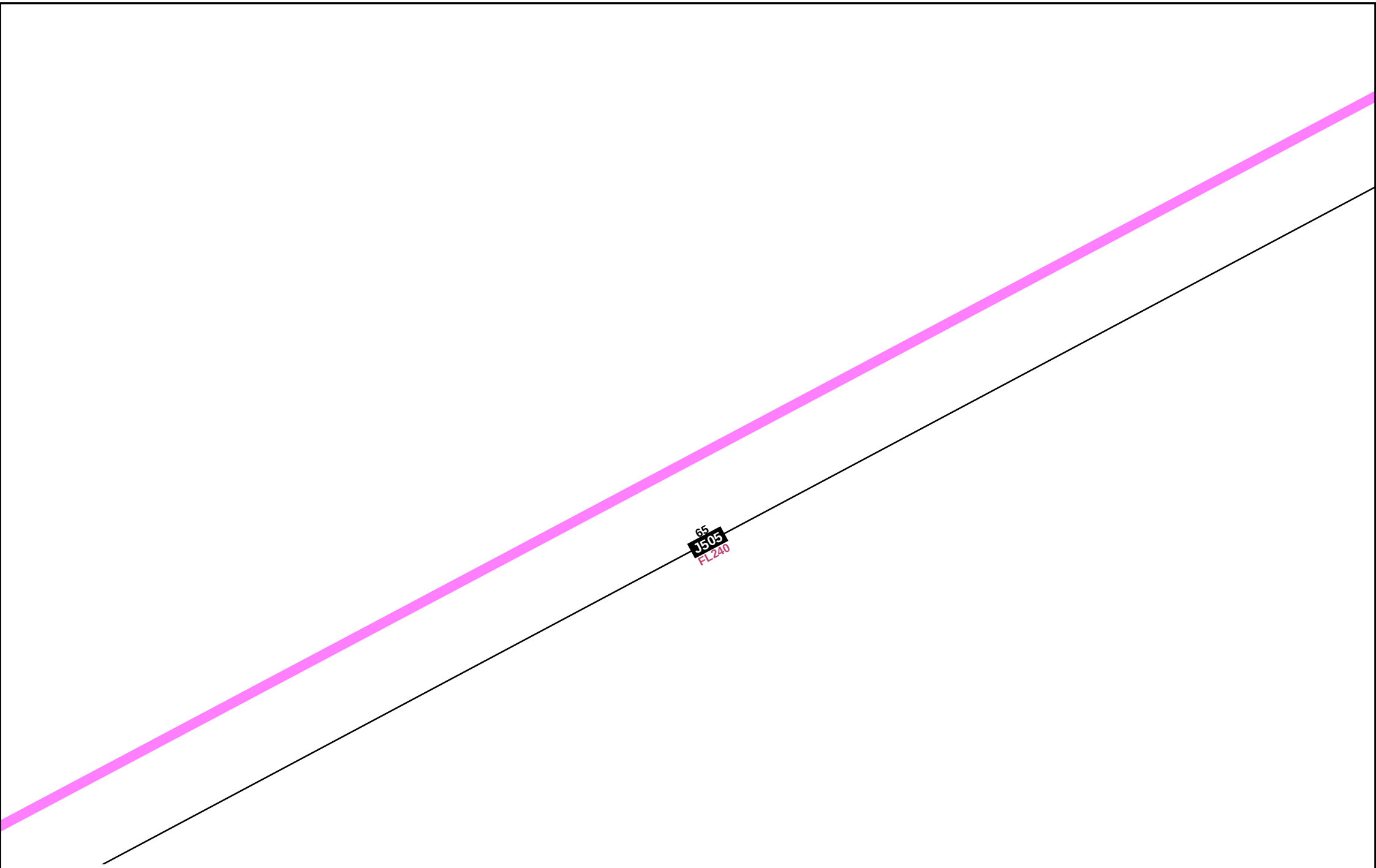

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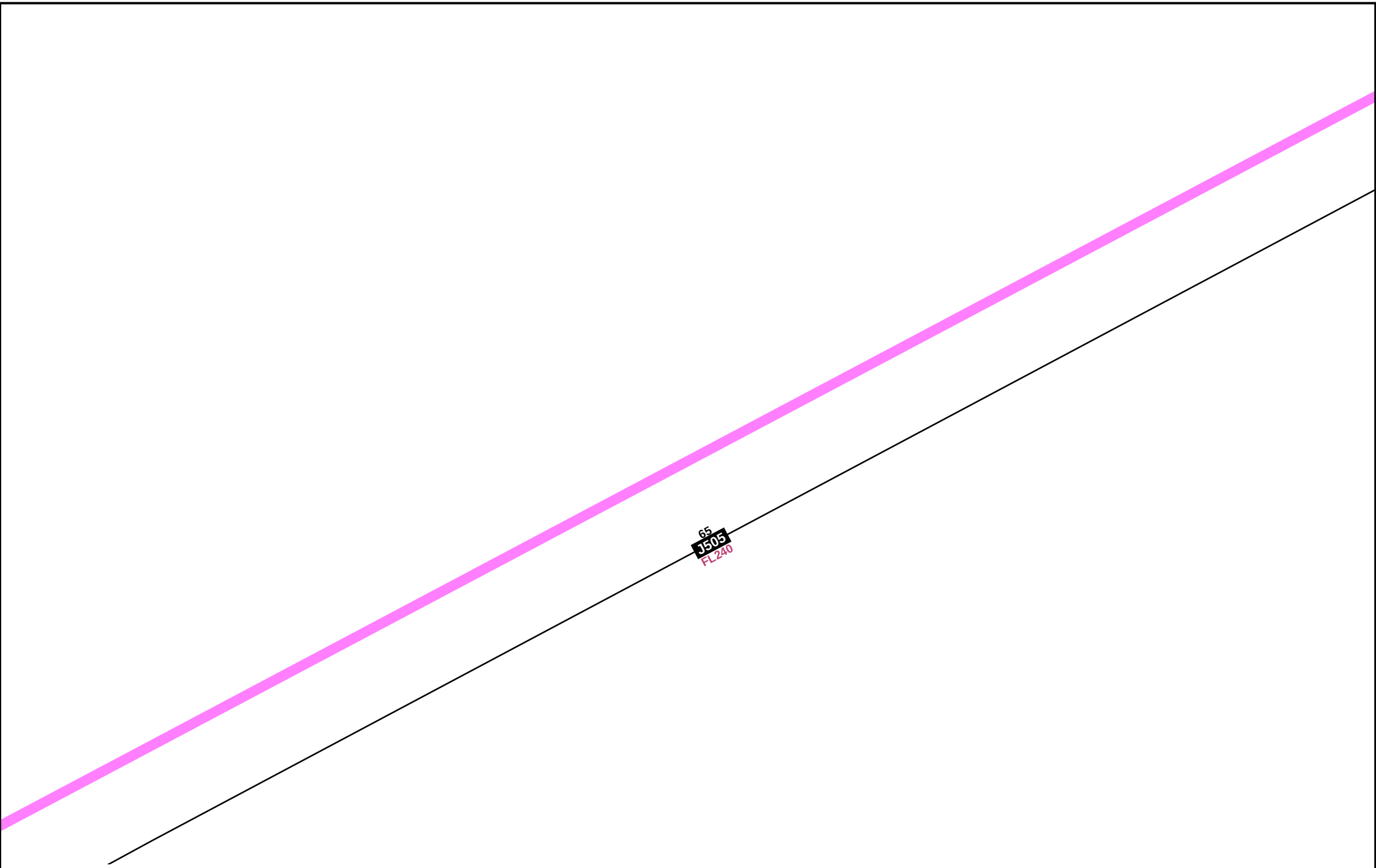

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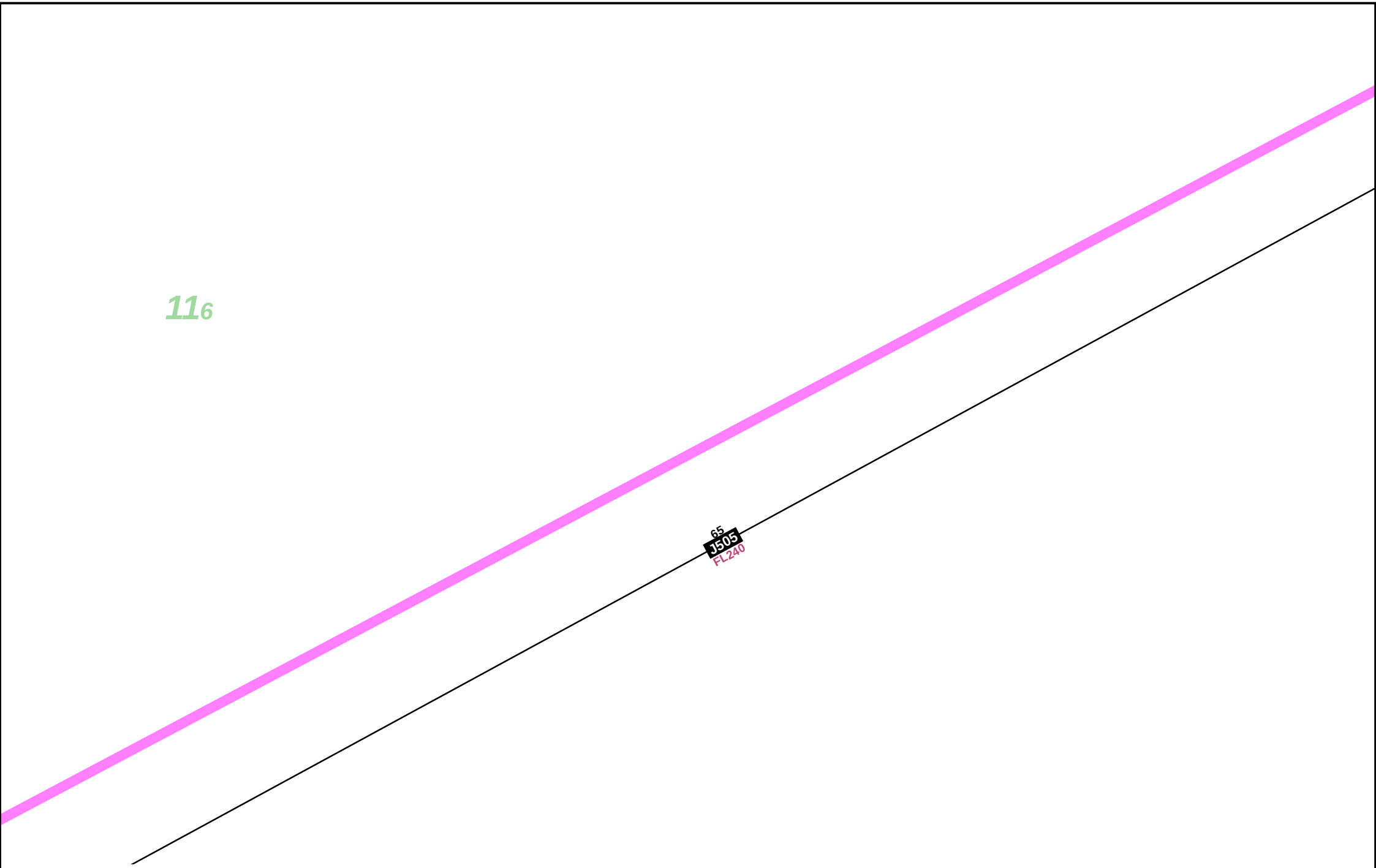

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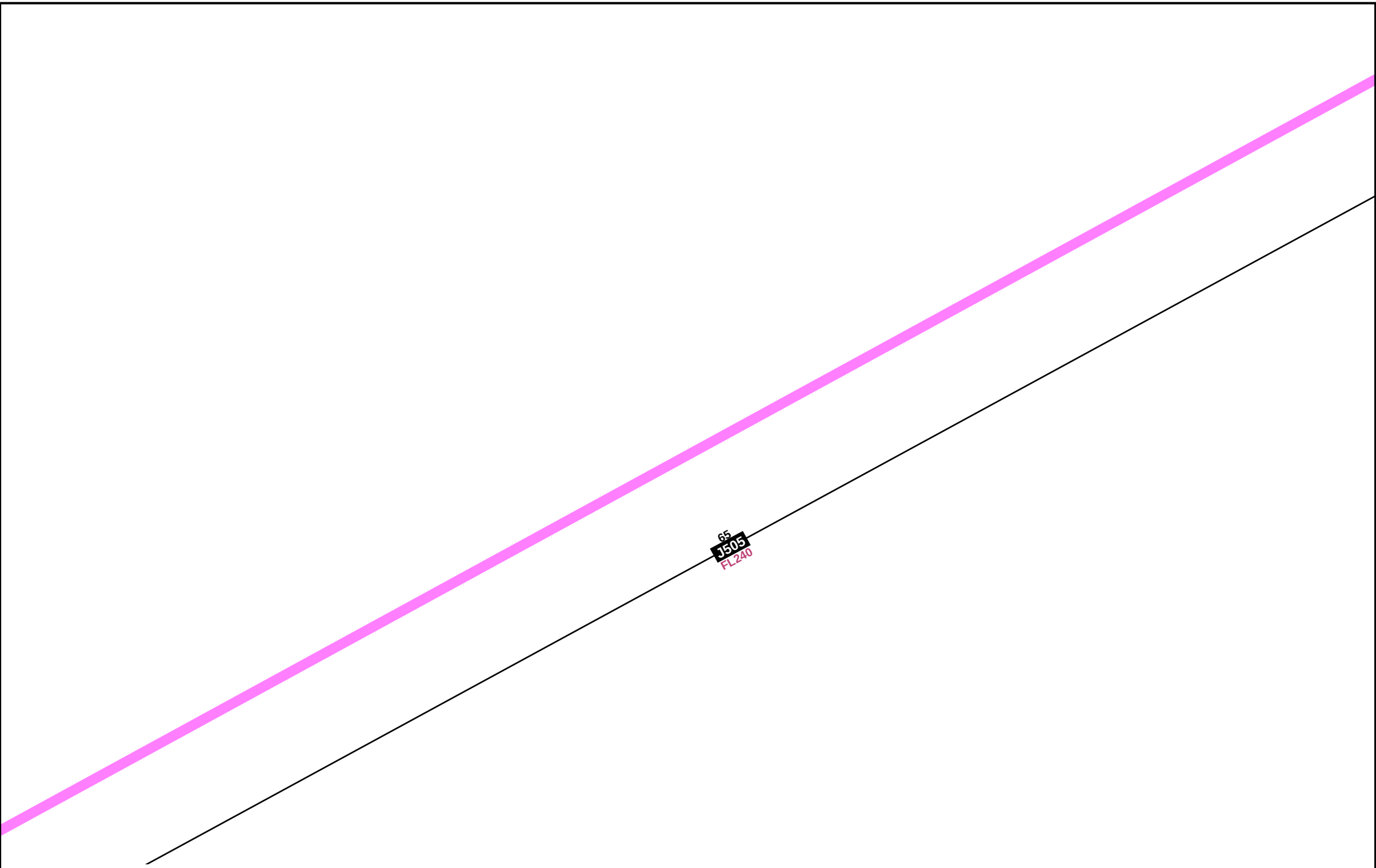

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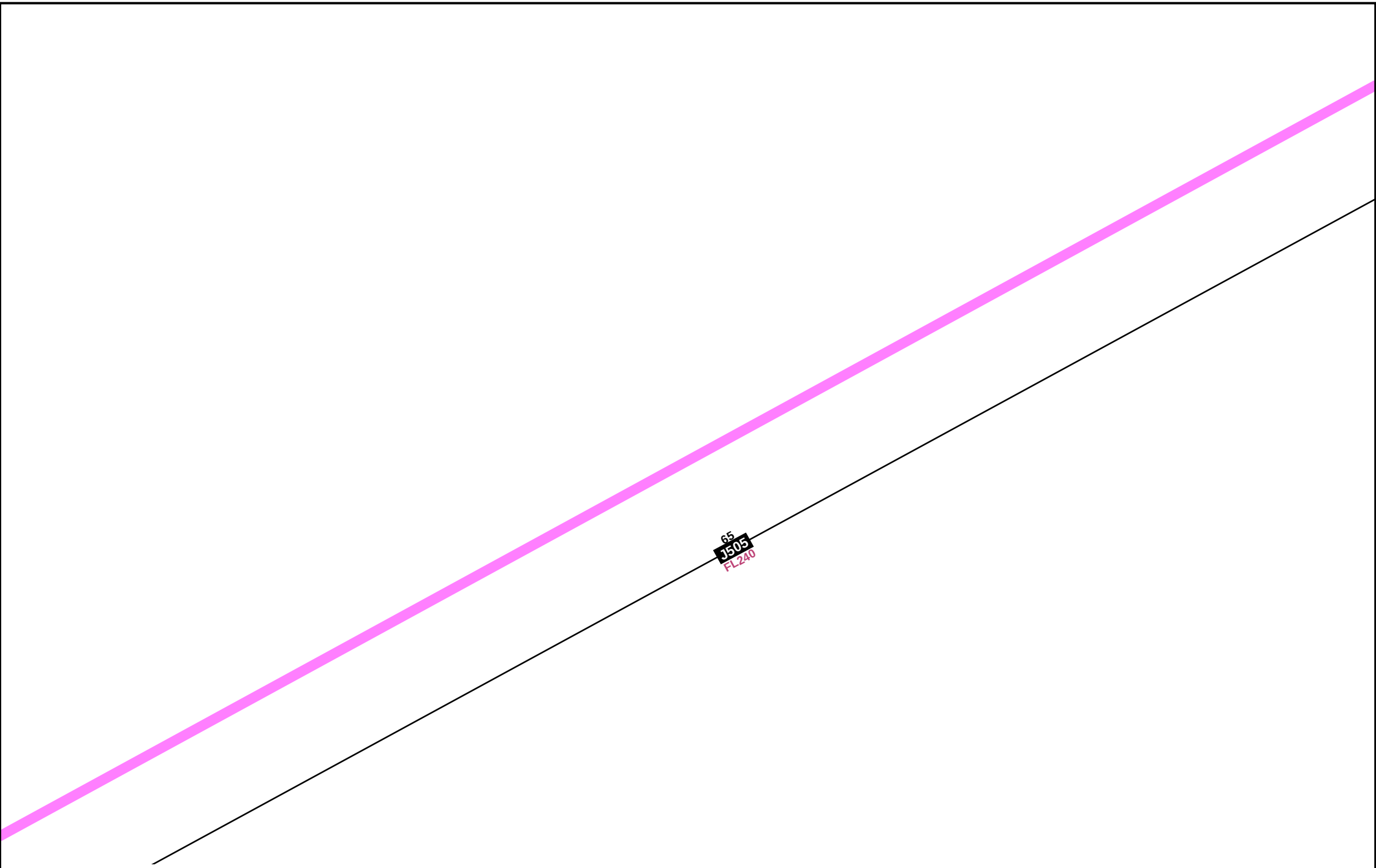

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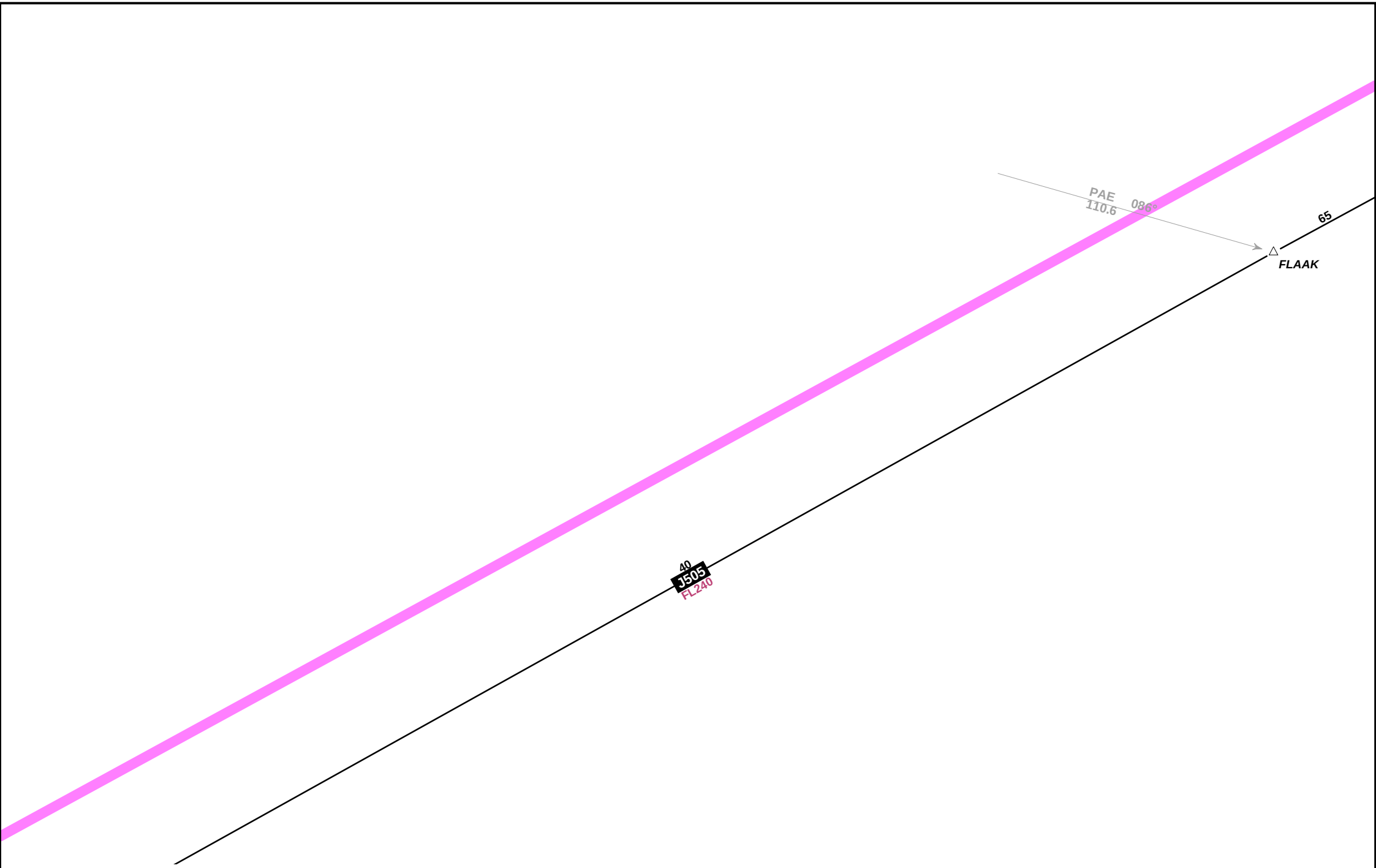

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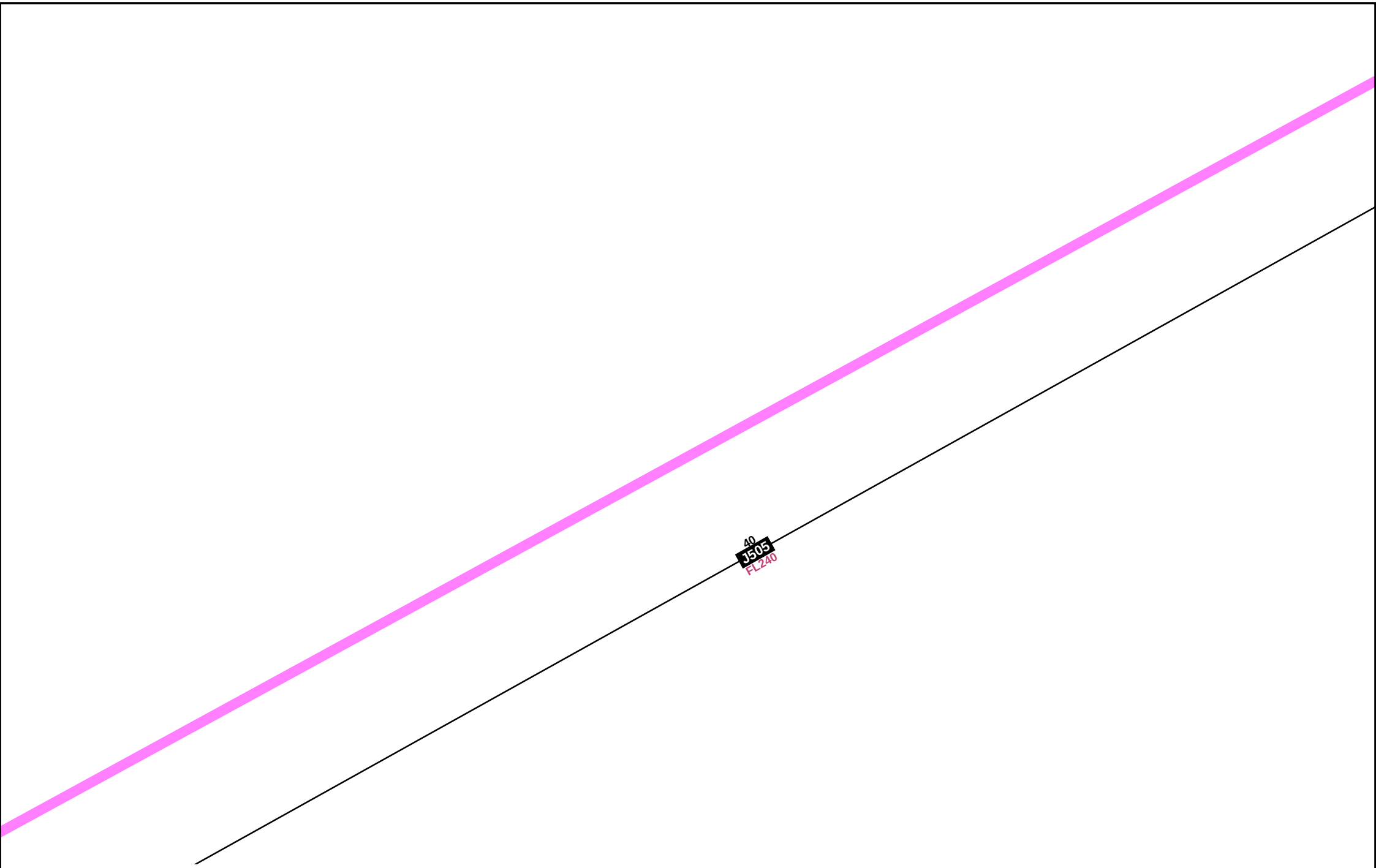

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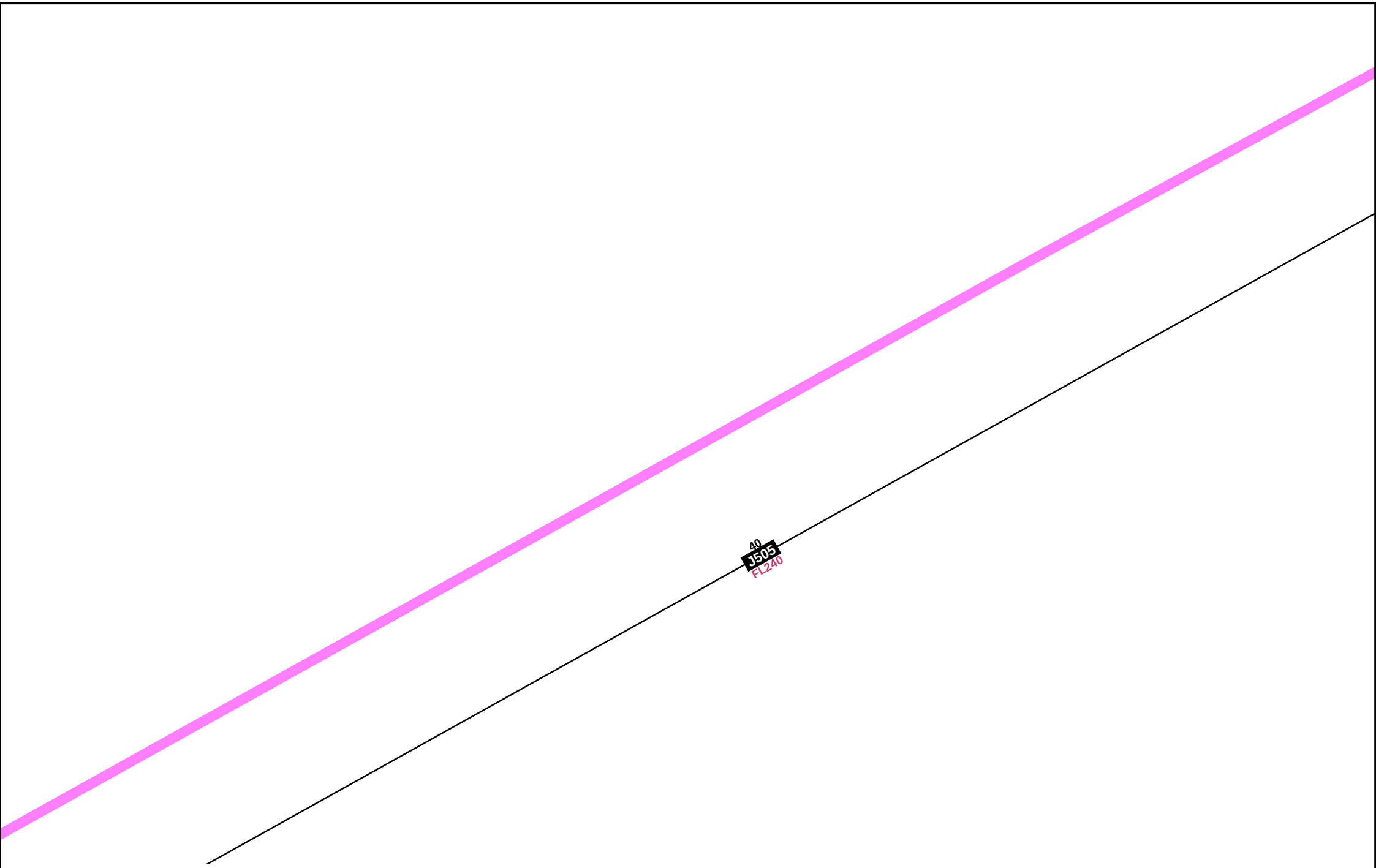

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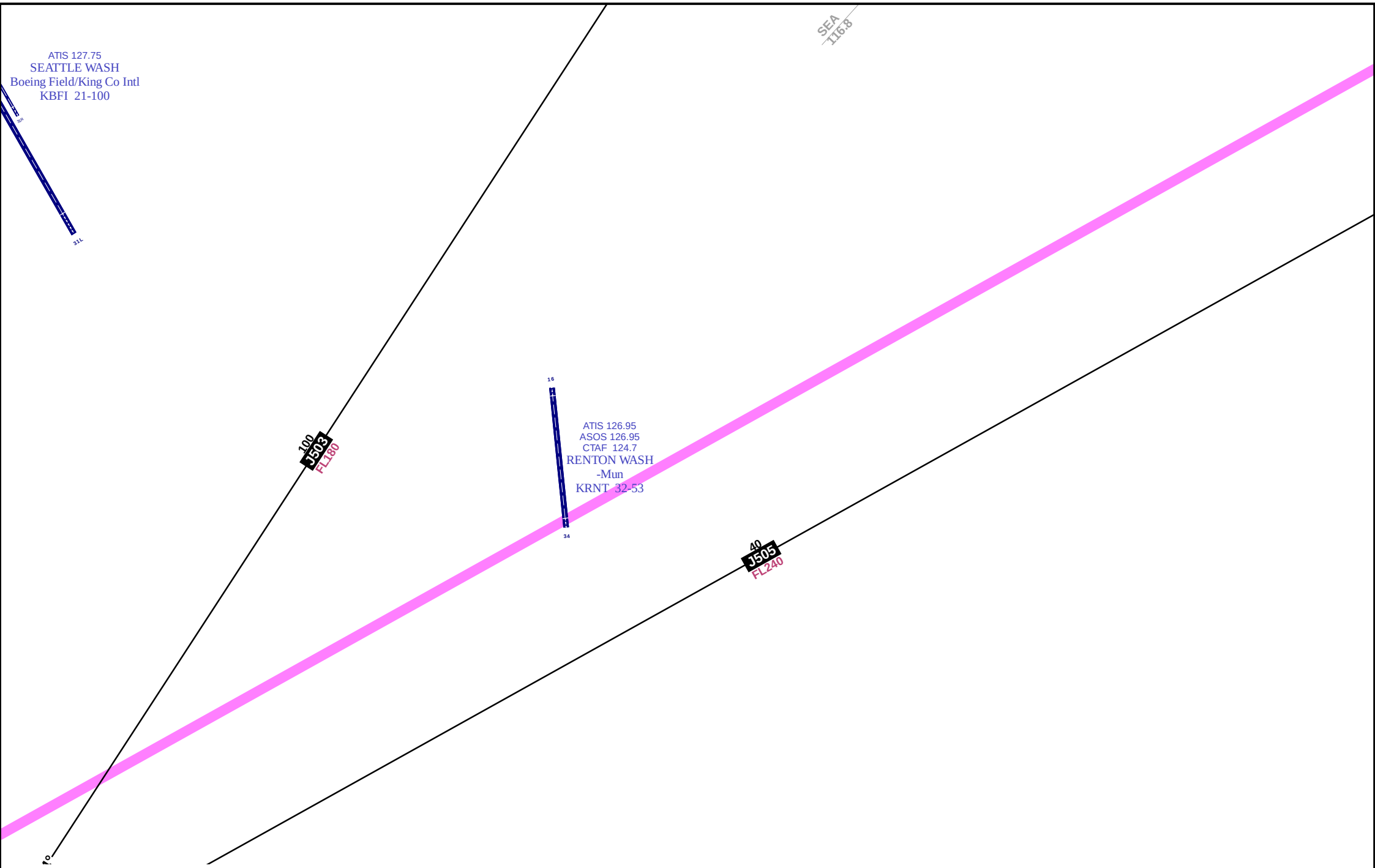

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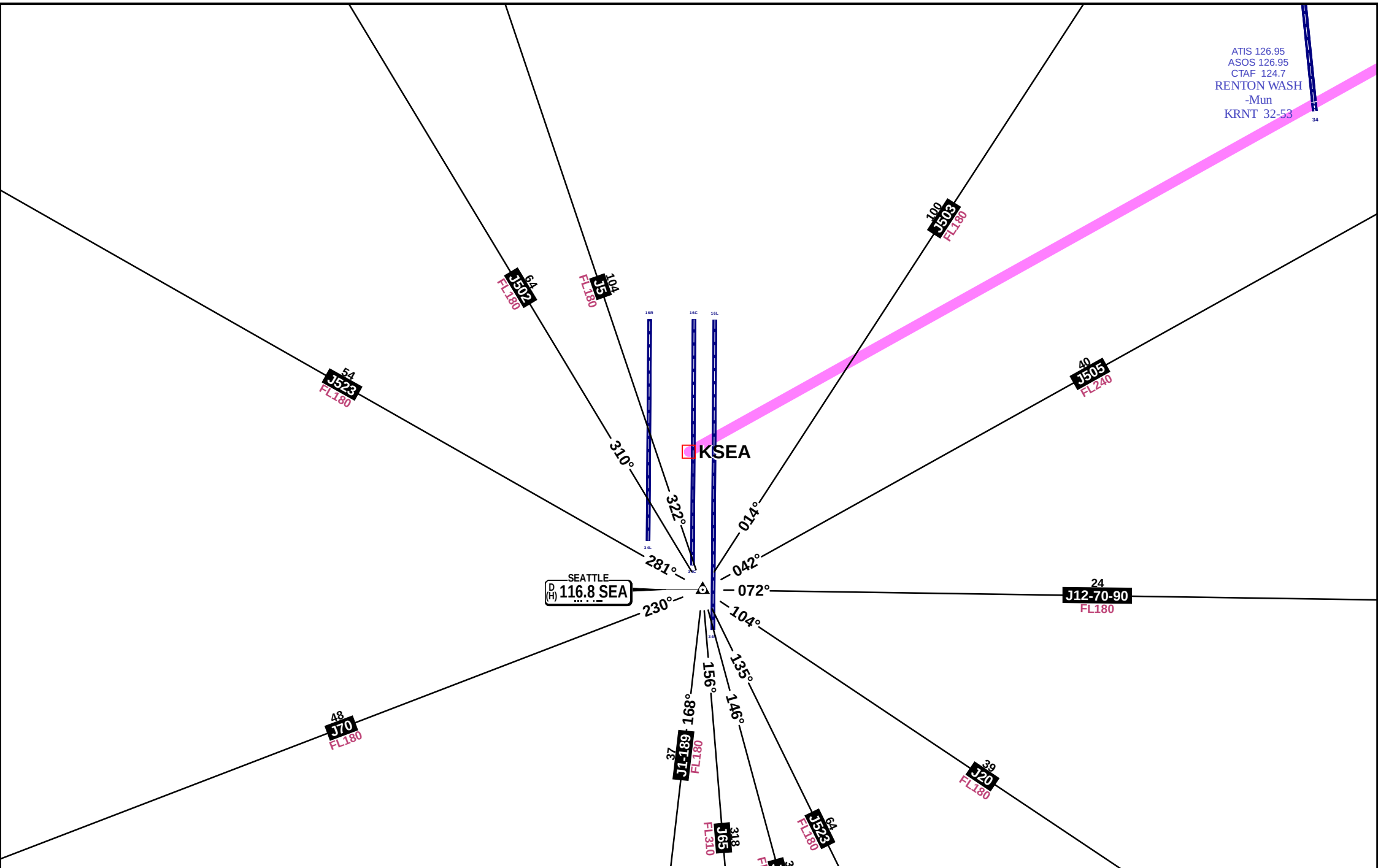

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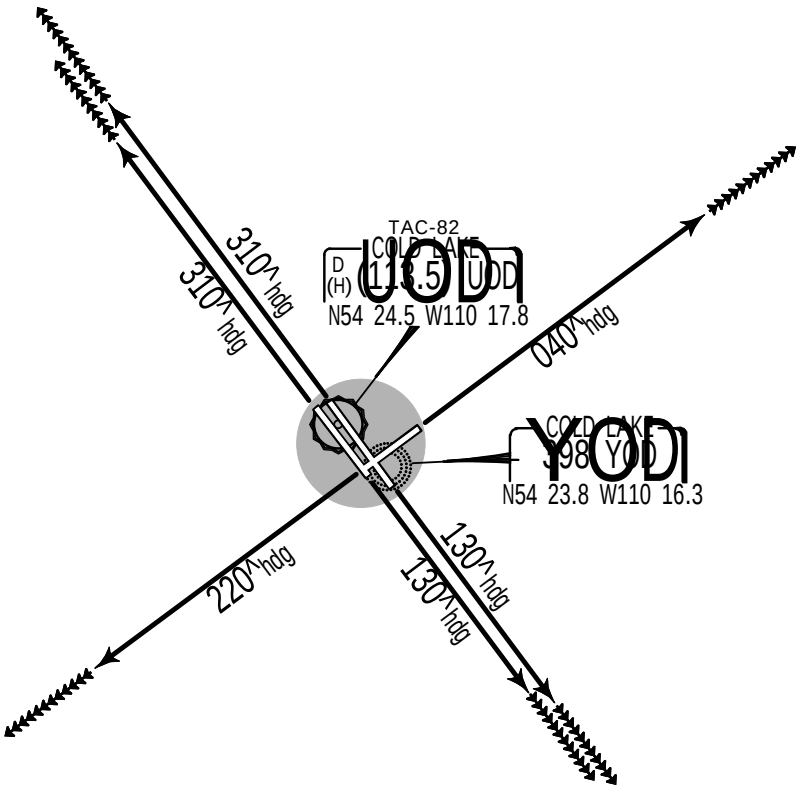
CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 31 JAN 14 10-3 .Eff.6.Feb.

COLD LAKE, ALTA
.SID.

COLD LAKE Terminal 124.5	Apt Elev 1775'	Trans level: FL 180 Trans alt: 18000' 1. Safe Altitude within 100 NM 4300'. 2. Climb to and MAINTAIN 6000'.

COLD LAKE FOUR DEPARTURE (CYOD4.) (VECTOR)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Transponder mode A/3 code 7600.
On recognition of communications failure 3 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Upon reaching 6000' or last assigned altitude, whichever is higher, proceed on course,
2. MAINTAIN this altitude for 3 minutes after take-off, then
3. Climb to flight planned altitude; not above FL190 until 25 NM outbound.

NOTE: If communication failure occurs more than 3 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

N
NOT TO SCALE

INITIAL CLIMB	ALTITUDE
Climb runway heading for RADAR vectors	MAINTAIN 6000'

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NOISE ABATEMENT PROCEDURES

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STANDARD: LT plus 7 HOURS=UTC(Z)

ARRIVAL PROCEDURES

a. Weekend 04-1330Z(DT03-1230Z), Weekends from Fri 0400Z (DT0300Z) to Mon 1330Z (DT1230Z) and holidays all day. Fixed wing jet aircraft - straight in VFR or IFR recovery only, no overhead breaks (unless prior approval from Wing Ops), rotary wing aircraft recover via the W, S or SE only.

b. Day and night operations within 60 NM VFR flights advised to avoid area unless in contact with Tower.

c. Jet aircraft circuit altitude is 3200', conventional circuit altitude is 2500'.

d. Jet aircraft in the circuit will maintain 3200' until commencing base turn.

e. Jet aircraft straight-in approaches, maintain 3000' as long as practicable before commencing final descent.

f. When Rwy13 in use, remain on or above the PAR or PAPI glide slope to the extent practicable. Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement.

g. In VFR conditions aircraft on overshoot, or departures, not to exceed 2500' until departure end of runway in use.

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 12 SEP 14 (11-1) .Eff.18.Sep.

COLD LAKE, ALTA
ILS Z Rwy 31R

BRIEFING STRIP ™

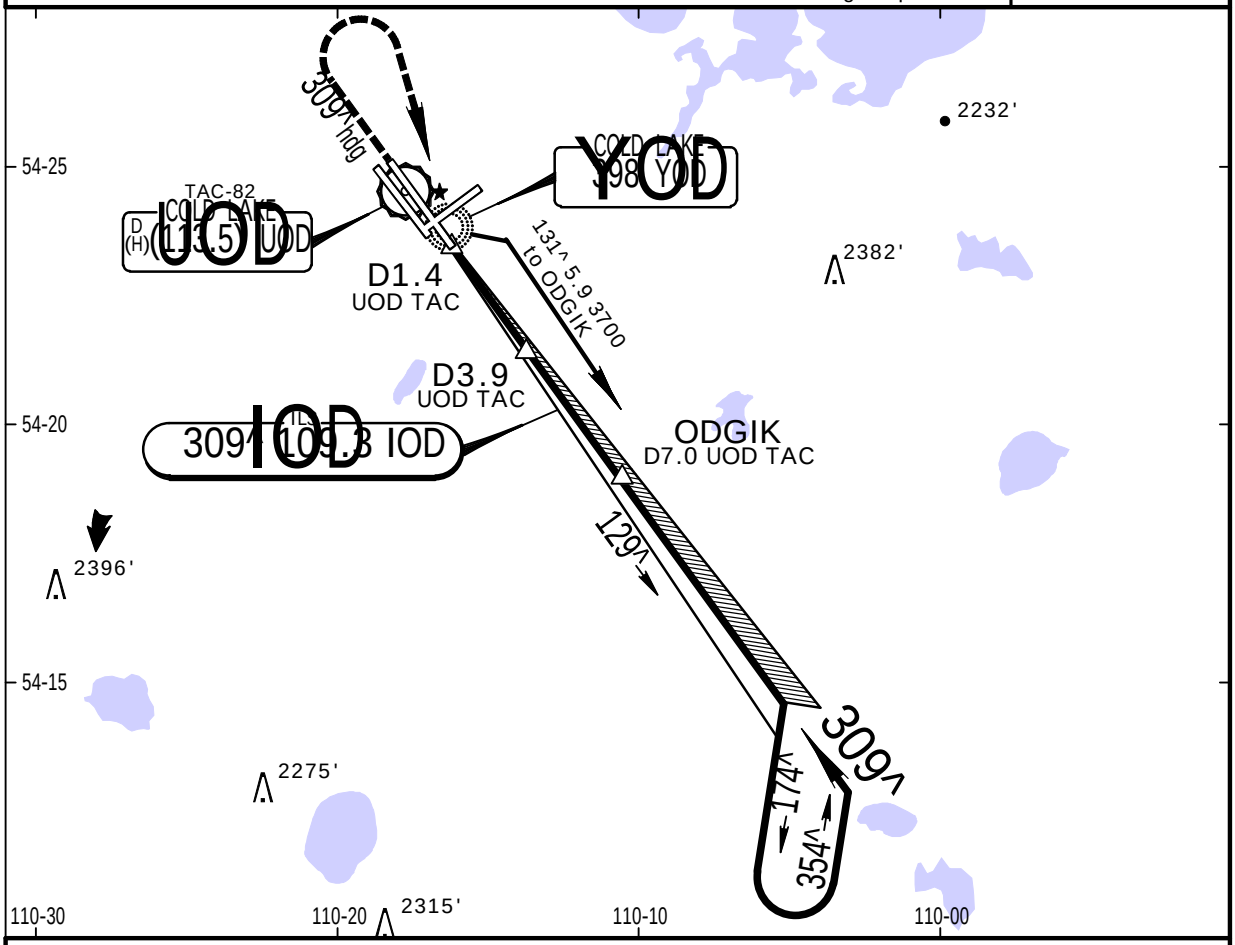
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

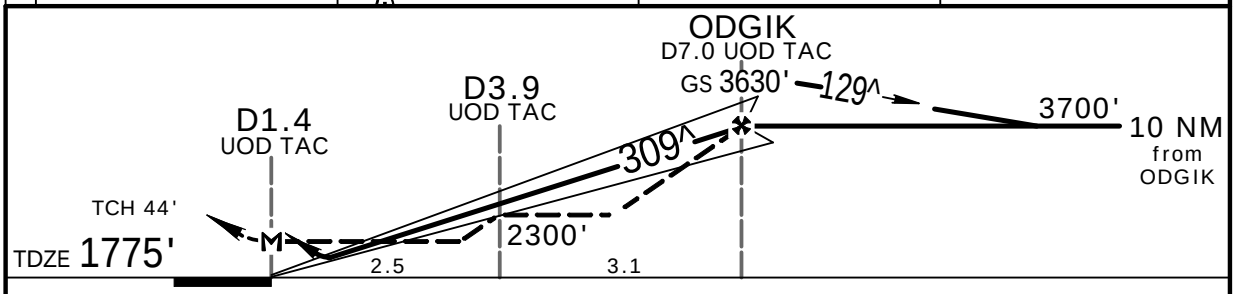
LOC IOD	Final Apch Crs	GS ODGIK	ILS DME DA(H)	Apt Elev 1775'
109.3	309^	3630'(1855')	1975'(200')	TDZE 1775'

MISSED APCH: Climb to 5000' on heading of 309^. RIGHT turn to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'. 2. PAPI not coincident with ILS glidepath.

3800'
MSA UOD TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.4 UOD TAC or ODGIK to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

SSALR PAPI | 5000' | on 309^ hdg | RT | YOD 398

STRAIGHT-IN LANDING RWY 31R

	ILS DME DA(H) 1975'(200') FULL	ILS DME DA(H) 1975'(200') HIALS out	LOC (GS out) DME MDA(H) 2120'(345') HIALS out
A	RVR 26 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280'(505')-1½
120	
140	2280'(505')-2
165	2480'(705')-2¼

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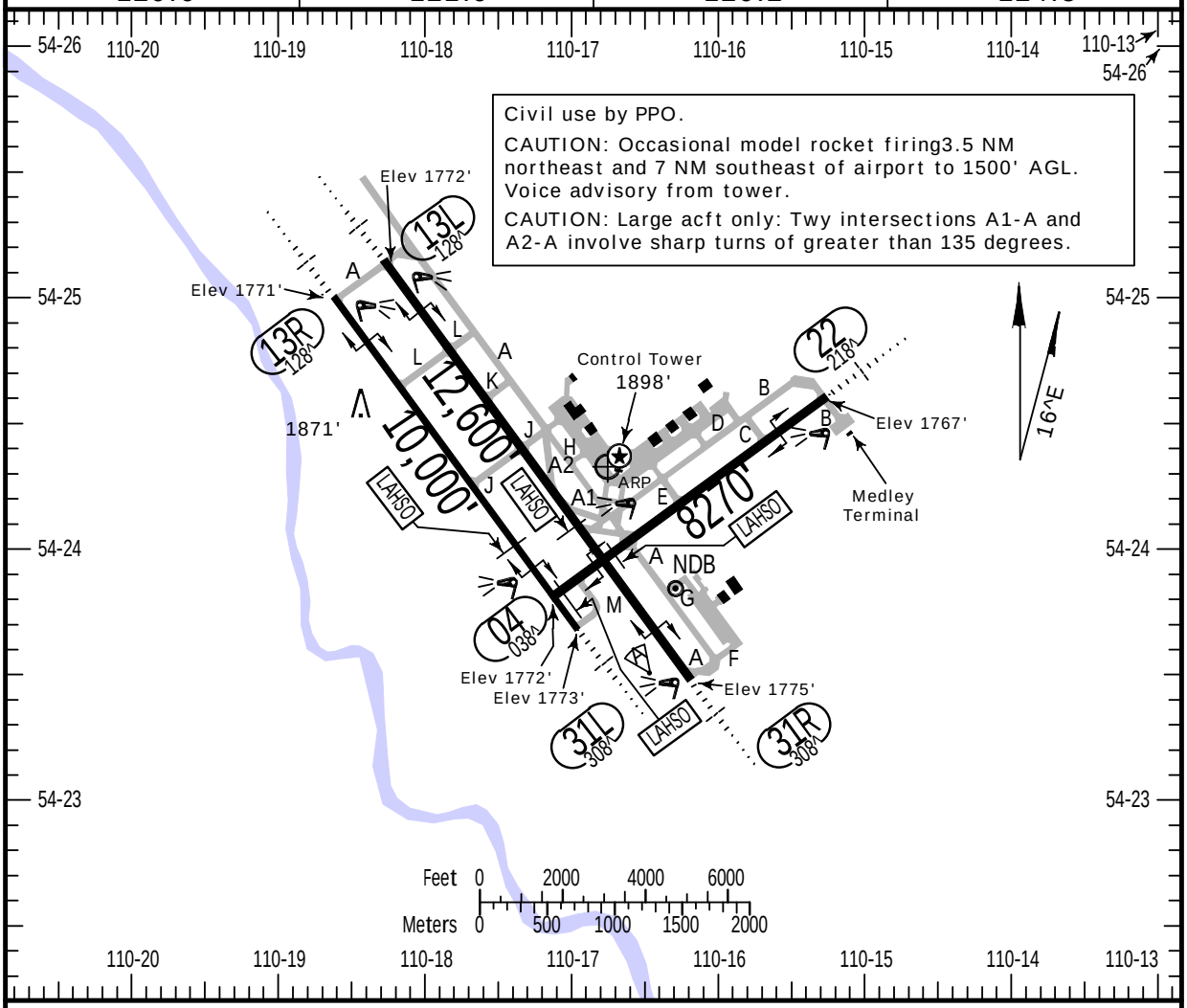
CYOD/YOD COLD LAKE, ALTA

Apt Elev 1775'
N54 24.3 W110 16.8

JEPPESEN 12 SEP 14 (11-1) .Eff.18.Sep. GROUP CAPTAIN MCNAIR

COLD LAKE Clearance	Ground	Tower	COLD LAKE Departure
120.6	121.9	126.2	124.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
04	HIRL 1 PAPI-L (angle 3.0^)					200'
22	HIRL 2 SSALR SFL 1 3 PAPI-L			13L/31R 6400' 13R/31L 7900'		
13R 31L	HIRL SSALR 1 PAPI-L (angle 3.0^)			04/22 8705'		150'
13L	HIRL SSALR 1 PAPI-L (angle 3.0^)			04/22 8705'		200'
31R	HIRL SSALR 1 PAPI-L (angle 3.0^) RVR		11,790' 3594m			

1 For aircraft with eye-to-wheel height up to 25'.
2 Non-standard 2200'.
3 Angle 3.0^.

TAKE-OFF	All Rwys
A	RVR 26 or ½
B	
C	
D	

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JEPPESEN
JeppView 3.6.2.0

CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN
28 MAR 14
.Eff.3.Apr.
12-1

COLD LAKE, ALTA
RNAV (GNSS) Rwy 04

BRIEFING STRIP ™

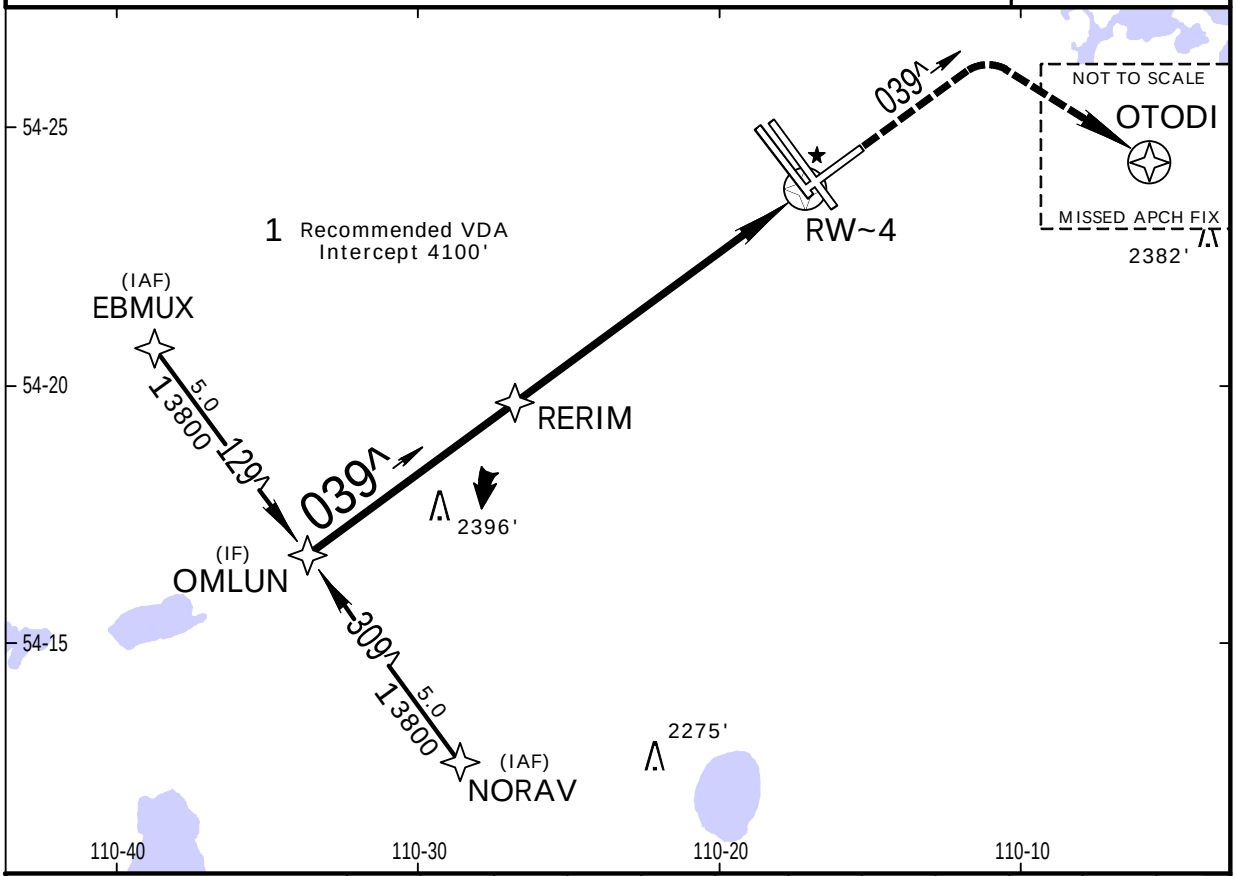
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

RNAV	Final Apch Crs	VDA RERIM	LNAV MDA(H)	Apt Elev 1775' TDZE 1772'
	039^	4050' (2278')	2160' (388')	

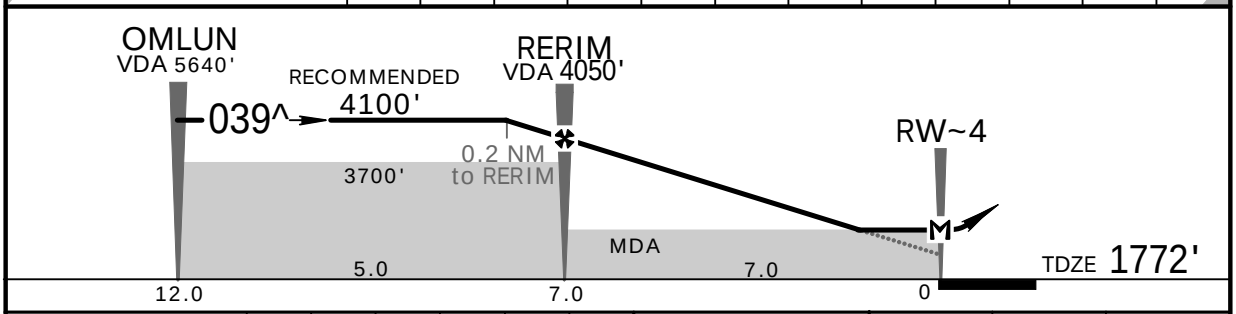
MISSED APCH: Climb to 5000' track 039^ RIGHT turn direct to OTODI.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW~4



NM to RW~4	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3100'	2780'	2460'	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW~4						

PAPI-L 5000' 039^

STRAIGHT-IN LANDING RWY 04 LNAV MDA(H) 2160' (388')		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1¼	90	2280' (505') -1½
B		120	
C		140	2280' (505') -2
D		165	2480' (705') -2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14 .Eff.3.Apr. (12-2)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 13L

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

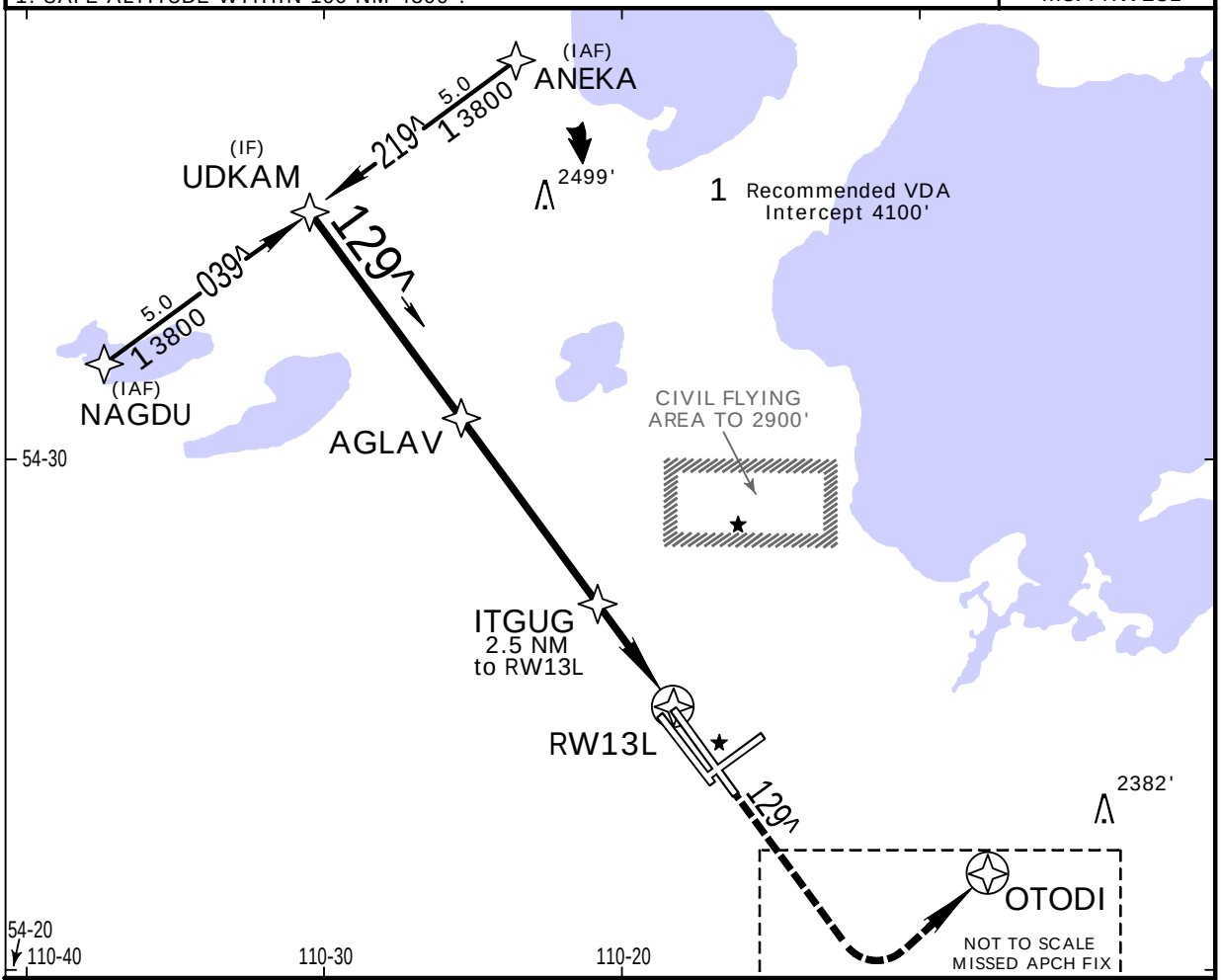
RNAV	Final Apch Crs	VDA AGLAV	LNAV MDA(H)	Apt Elev 1775' TDZE 1772'
	129^	4050' (2278')	2120' (348')	

MISSED APCH: Climb to 5000' track 129^ LEFT turn direct to OTODI.

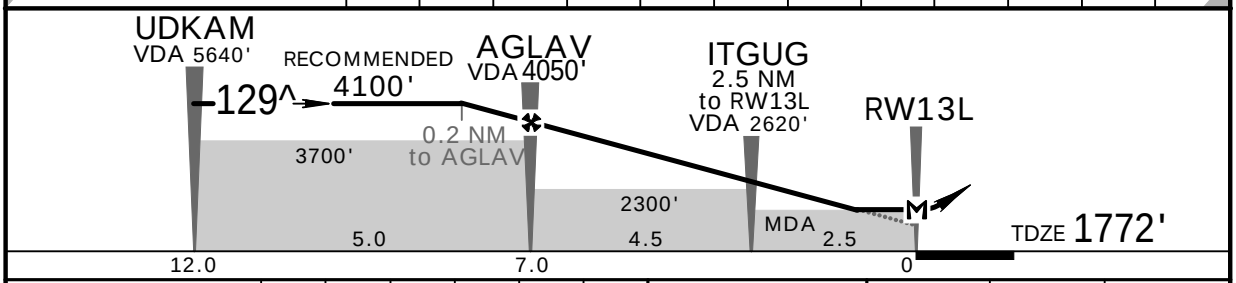
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW13L



NM to RW13L	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3100'	2780'	2460'	2120'



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00^	372	478	531	637	743	849
MAP at RW13L							

SSALR
PAPI

5000'

129^

STRAIGHT-IN LANDING RWY 13L
LNAV
MDA(H) 2120' (348')

HIALS out

A	
B	1
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr. (12-3)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 13R

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

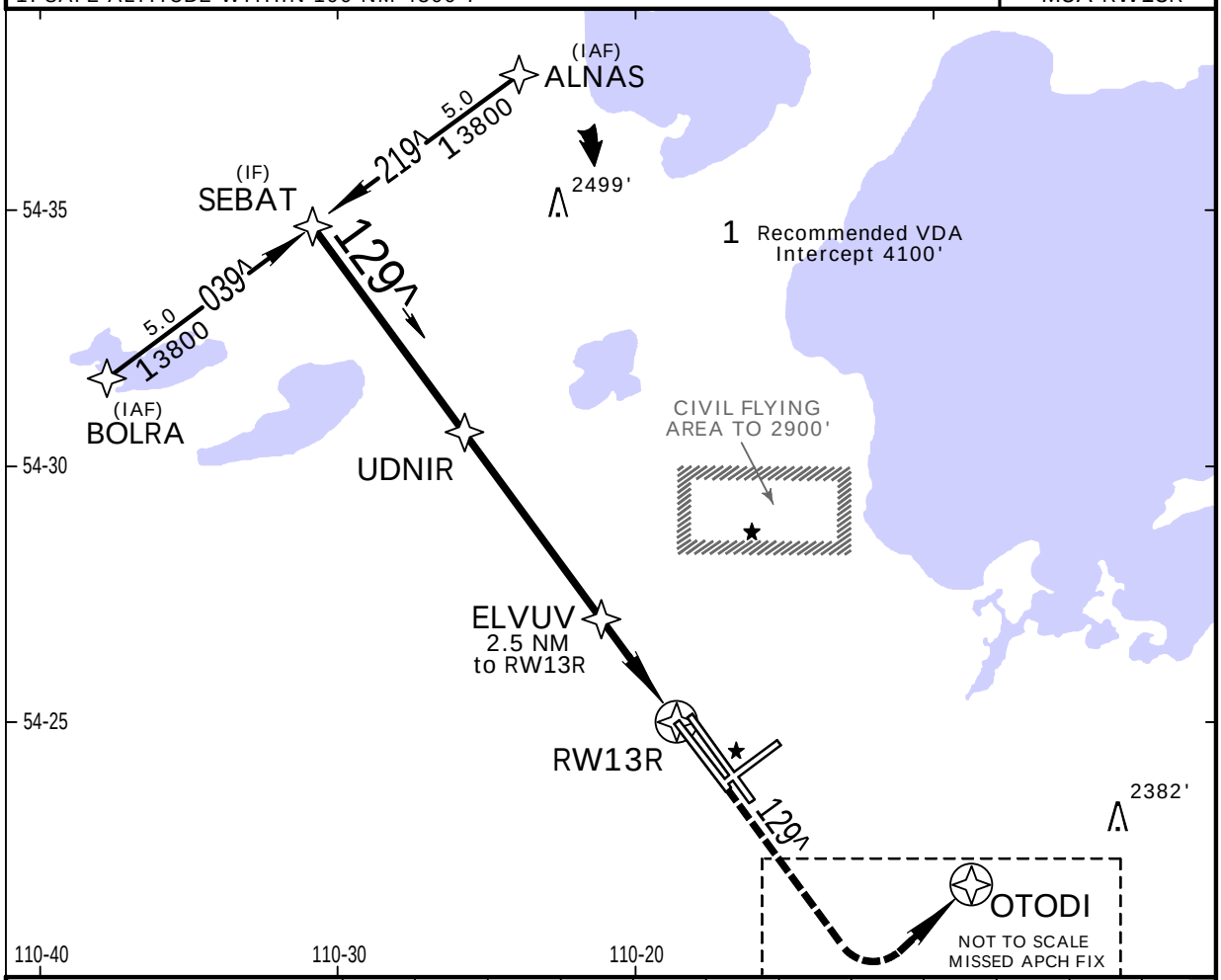
RNAV	Final Apch Crs	VDA UDNIR	LNAV MDA(H)	Apt Elev 1775' TDZE 1771'
	129^	4050' (2279')	2120' (349')	

MISSED APCH: Climb to 5000' track 129^ LEFT turn direct to OTODI.

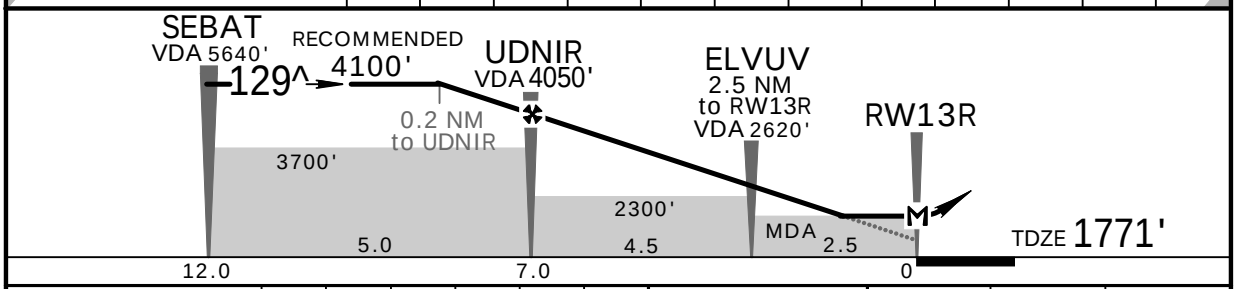
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW13R



NM to RW13R	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3090'	2780'	2460'	2120'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW13R						

SSALR
PAPI

5000'

129^

STRAIGHT-IN LANDING RWY 13R
LNAV
MDA(H) 2120' (349')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN
28 MAR 14
.Eff.3.Apr. (12-4)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 22

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

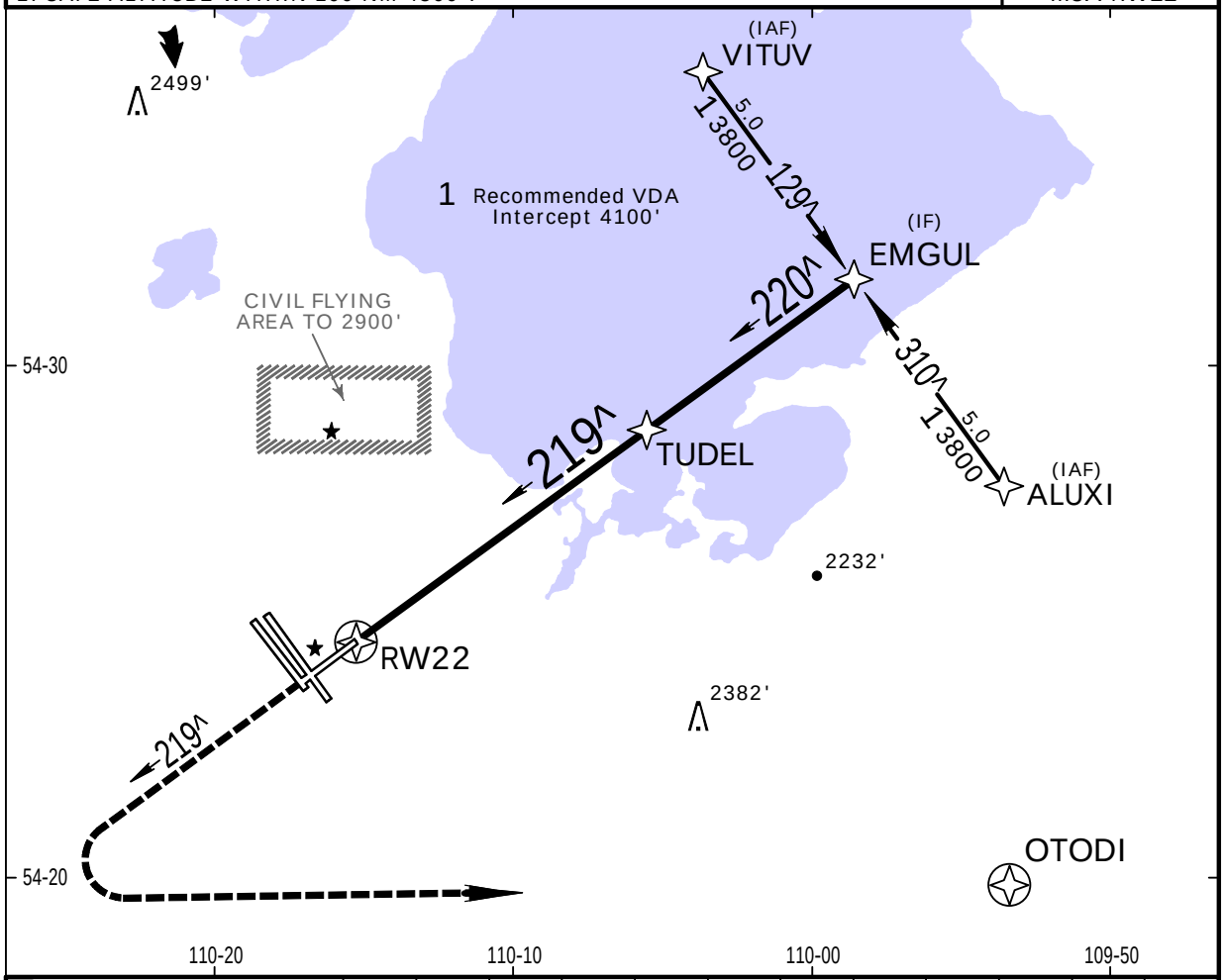
RNAV	Final Apch Crs	VDA TUDEL	LNAV MDA(H)	Apt Elev 1775'
	219^	4050' (2283')	2260' (493')	TDZE 1767'

MISSED APCH: Climb to 5000' track 219^ LEFT turn direct to OTODI.

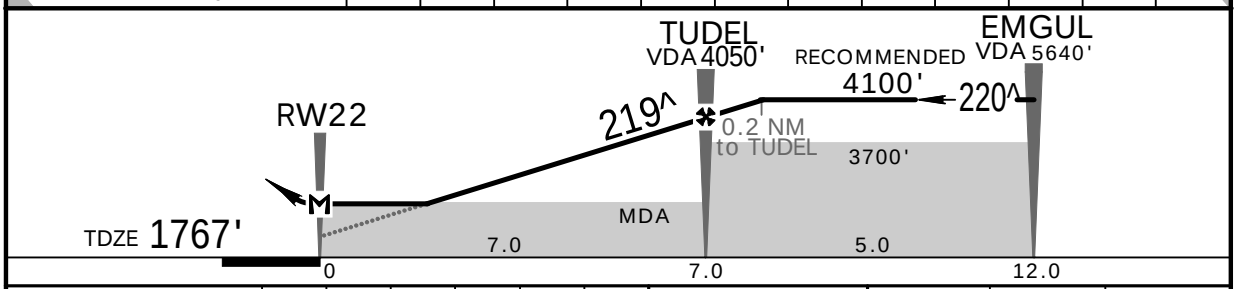
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW22



NM to RW22	1.4	2.0	3.0	4.0	5.0	6.0	7.2	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2260'	2450'	2770'	3090'	3410'	3730'	4100'	4360'	4680'	5000'	5320'	5640'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW22						

SSALR
PAPI
5000'
219^

STRAIGHT-IN LANDING RWY 22
LNAV
MDA(H) 2260' (493')

HIALS out

A	
B	1
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr.
12-5

COLD LAKE, ALTA
RNAV (GNSS) Rwy 31L

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

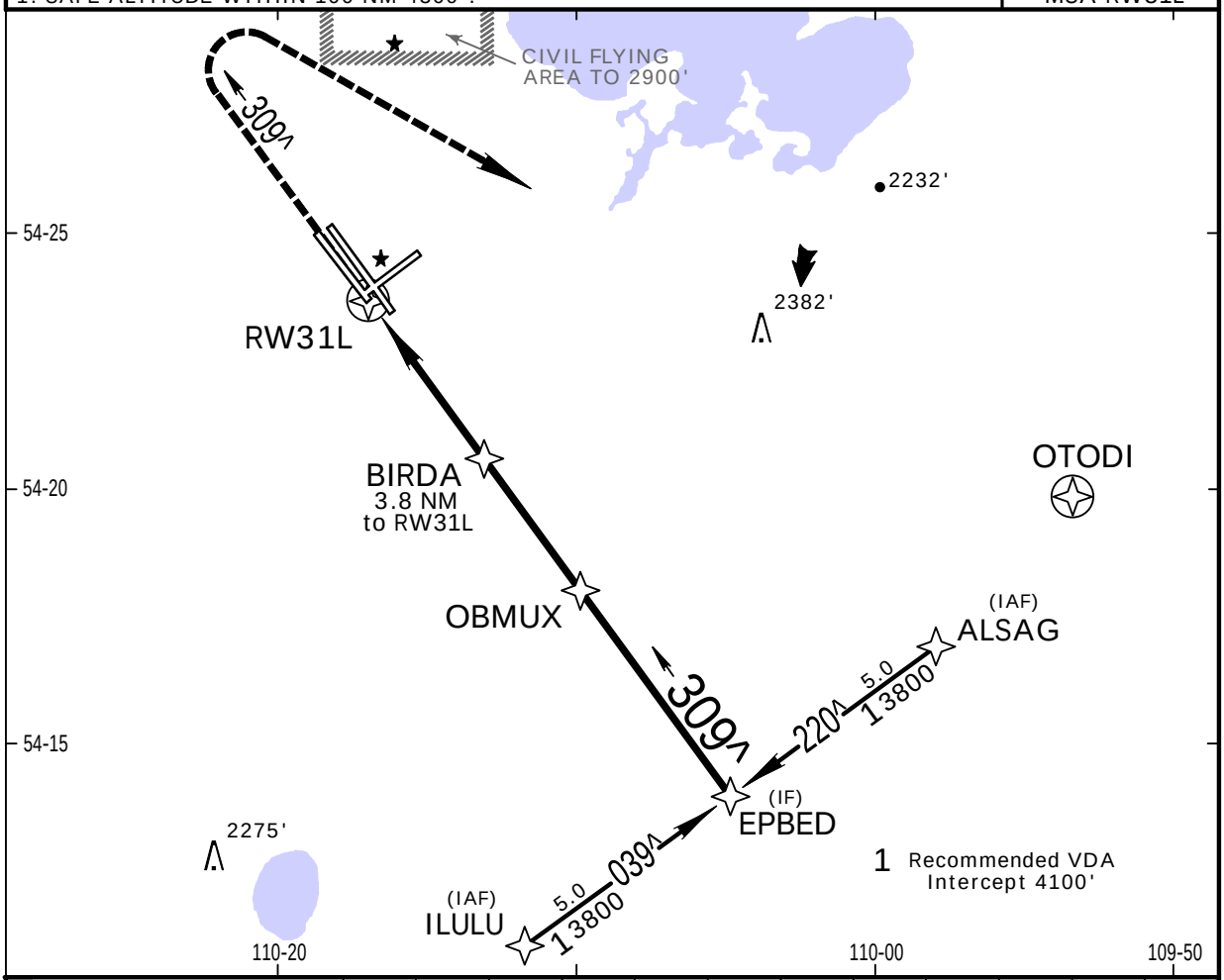
RNAV	Final Apch Crs	VDA OBMUX	LNAV MDA(H)	Apt Elev 1775' TDZE 1773'
	309^	4050' (2277')	2180' (407')	

MISSED APCH: Climb to 5000' track 309^ RIGHT turn direct to OTODI.

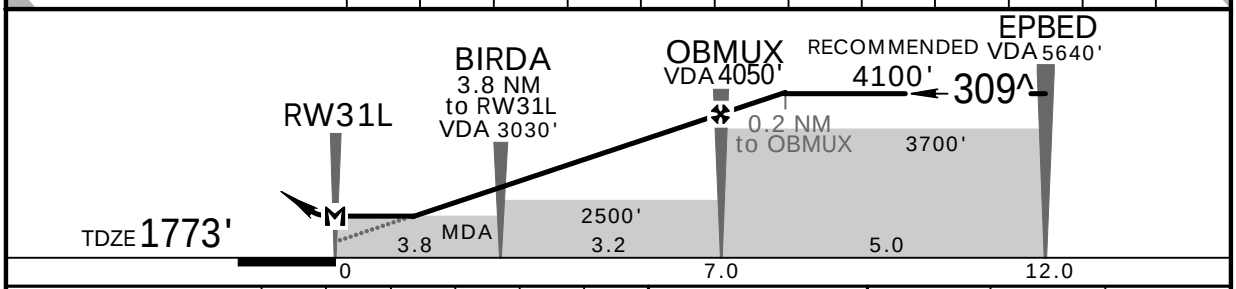
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW31L



NM to RW31L	1.1	2.0	3.0	4.0	5.0	6.0	7.2	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2180'	2460'	2780'	3100'	3420'	3730'	4100'	4370'	4690'	5010'	5330'	5640'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW31L						

SSALR
PAPI

5000'

309^

STRAIGHT-IN LANDING RWY 31L

LNAV
MDA(H) 2180' (407')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr. (12-6)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 31R

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

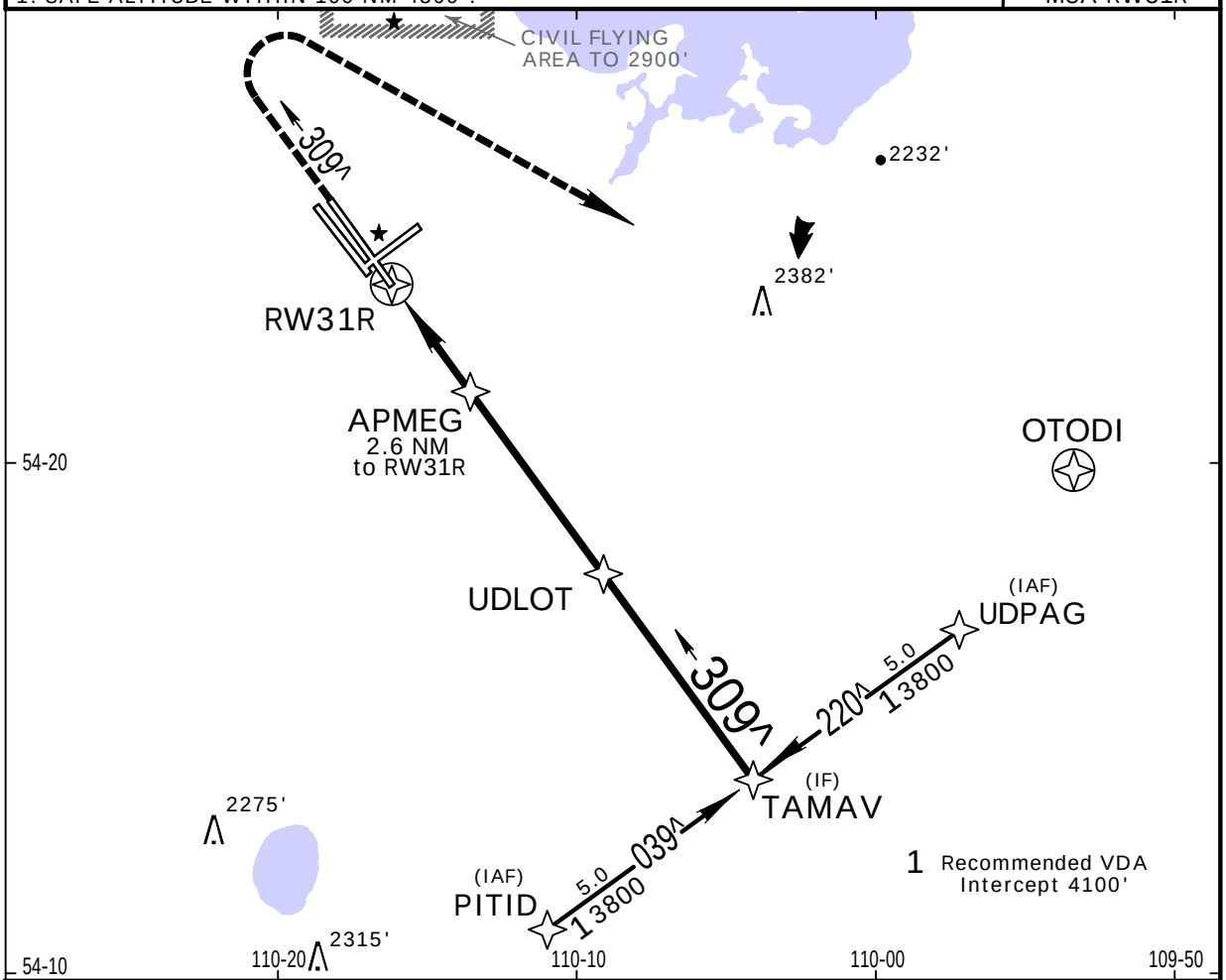
RNAV	Final Apch Crs	VDA UDLOT	LNAV MDA(H)	Apt Elev 1775' TDZE 1775'
	309^	4050' (2275')	2120' (345')	

MISSED APCH: Climb to 5000' track 309^ RIGHT turn direct to OTODI.

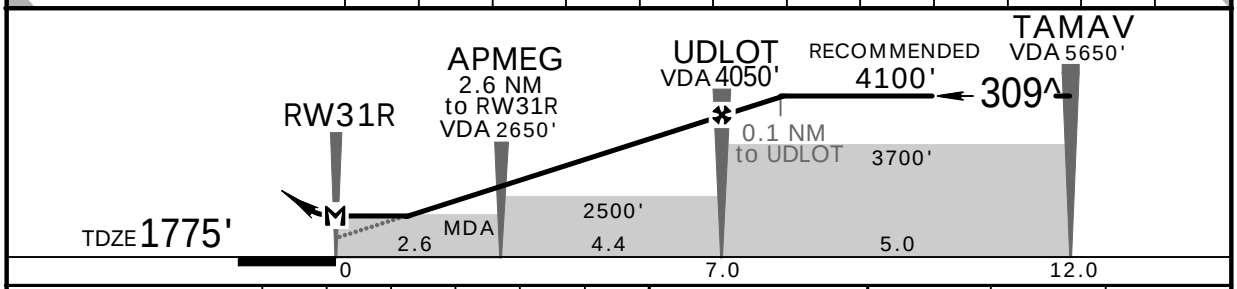
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW31R



NM to RW31R	0.9	2.0	3.0	4.0	5.0	6.0	7.1	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2120'	2460'	2780'	3100'	3420'	3740'	4100'	4370'	4690'	5010'	5330'	5650'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW31R						

SSALR
PAPI

5000'

309^

STRAIGHT-IN LANDING RWY 31R
LNAV
MDA(H) 2120' (345')
HIALS out

A		
B	1	
C		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 18 JUL 14 (16-1) .Eff.24.Jul.

COLD LAKE, ALTA
NDB DME Rwy 13L

BRIEFING STRIP ™

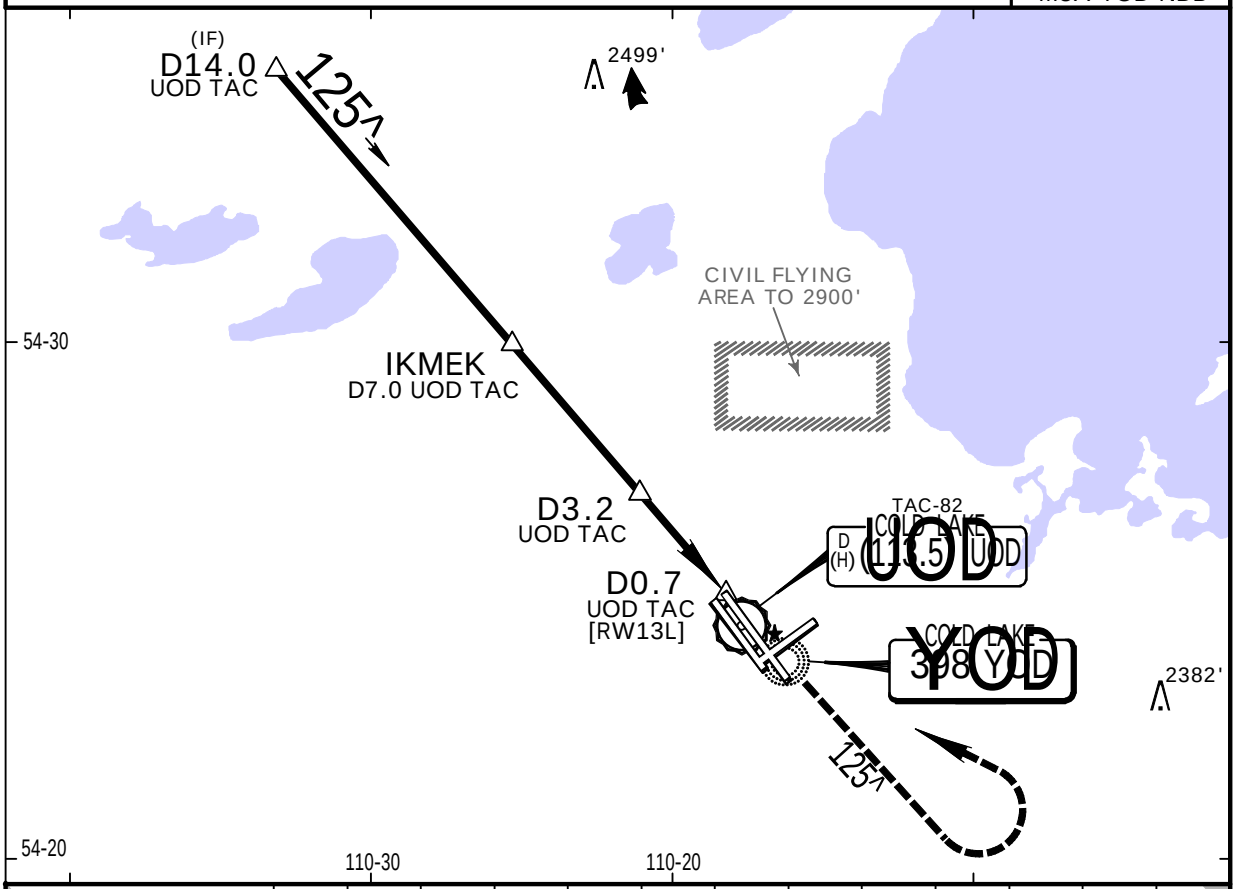
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	VDA IKMEK	MDA(H)	Apt Elev 1775'
398	125^	3830' (2058')	2160' (388')	TDZE 1772'

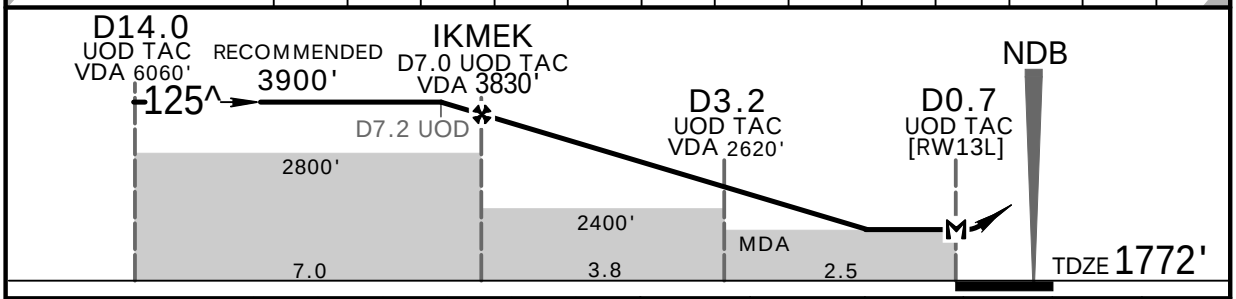
MISSED APCH: Climb to 5000' track 125^. LEFT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'. 2. Procedure turn not authorized.

3800'
MSA YOD NDB



NM to UOD DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	1.8
VDA ALTITUDE	6060'	5740'	5420'	5100'	4780'	4470'	4150'	3900'	3510'	3190'	2870'	2550'	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at D0.7 UOD TAC						

SSALR
PAPI

5000'

125^

LT

YOD
398

STRAIGHT-IN LANDING RWY 13L

MDA(H) 2160' (388')

HIALS out

A	
B	1
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505') - 1½
120	
140	2280' (505') - 2
165	2480' (705') - 2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 18 JUL 14 (16-2) .Eff.24.Jul.

COLD LAKE, ALTA
NDB Rwy 13L

BRIEFING STRIP ™

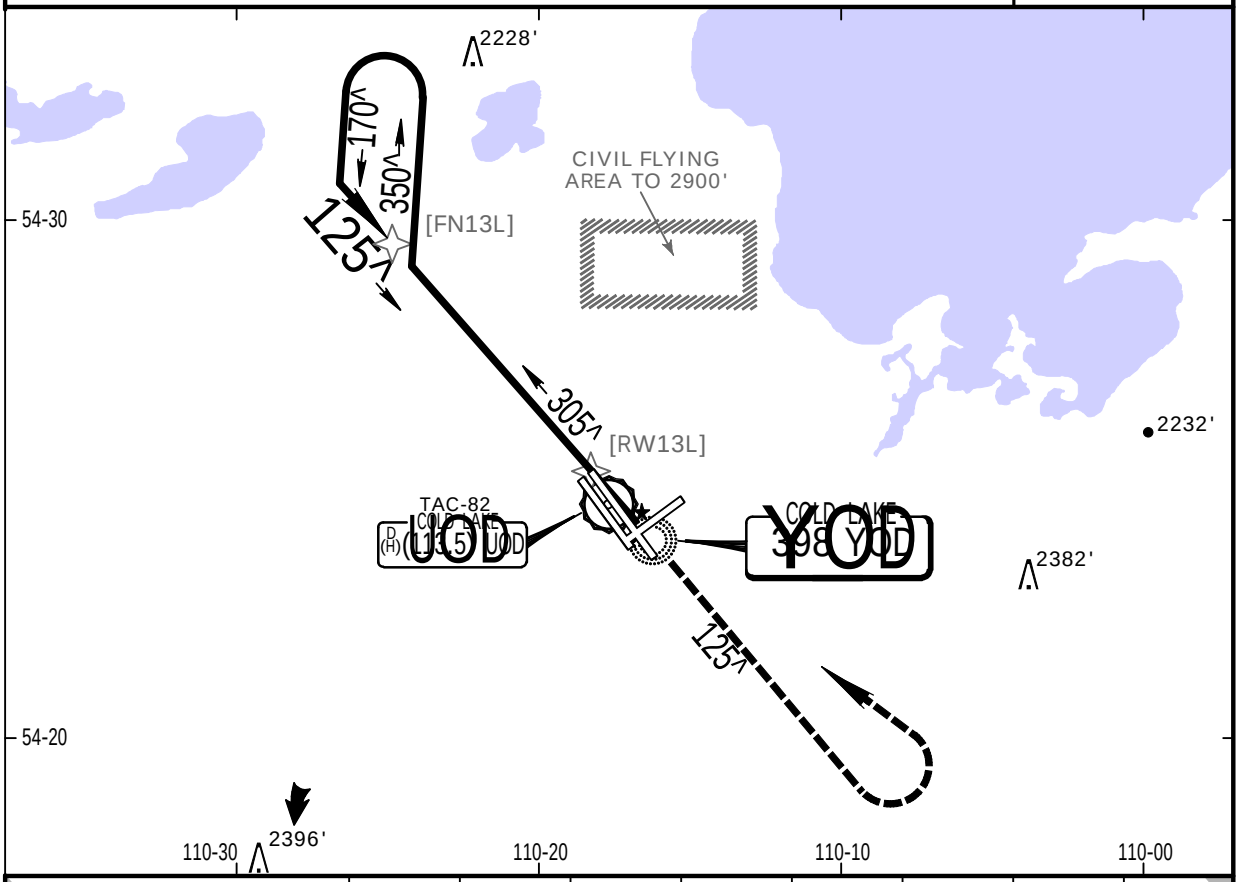
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD 398	Final Apch Crs 125^	No FAF	MDA(H) 2440'(668')	Apt Elev 1775' TDZE 1772'

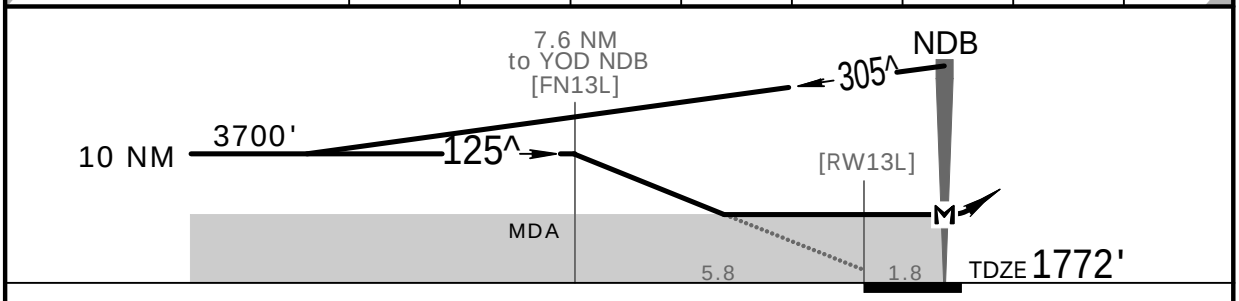
MISSED APCH: Climb to 5000' track 125^. LEFT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.7
VDA ALTITUDE	4460'	4140'	3700'	3500'	3180'	2860'	2540'	2440'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR
PAPI

5000' | 125^ | LT | D | YOD 398

STRAIGHT-IN LANDING RWY 13L
MDA(H) 2440'(668')

HIALS out

A	
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	2440'(665')-2
140	
165	2480'(705')-2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-3) .Eff.3.Apr.

COLD LAKE, ALTA
NDB DME Rwy 22

BRIEFING STRIP ™

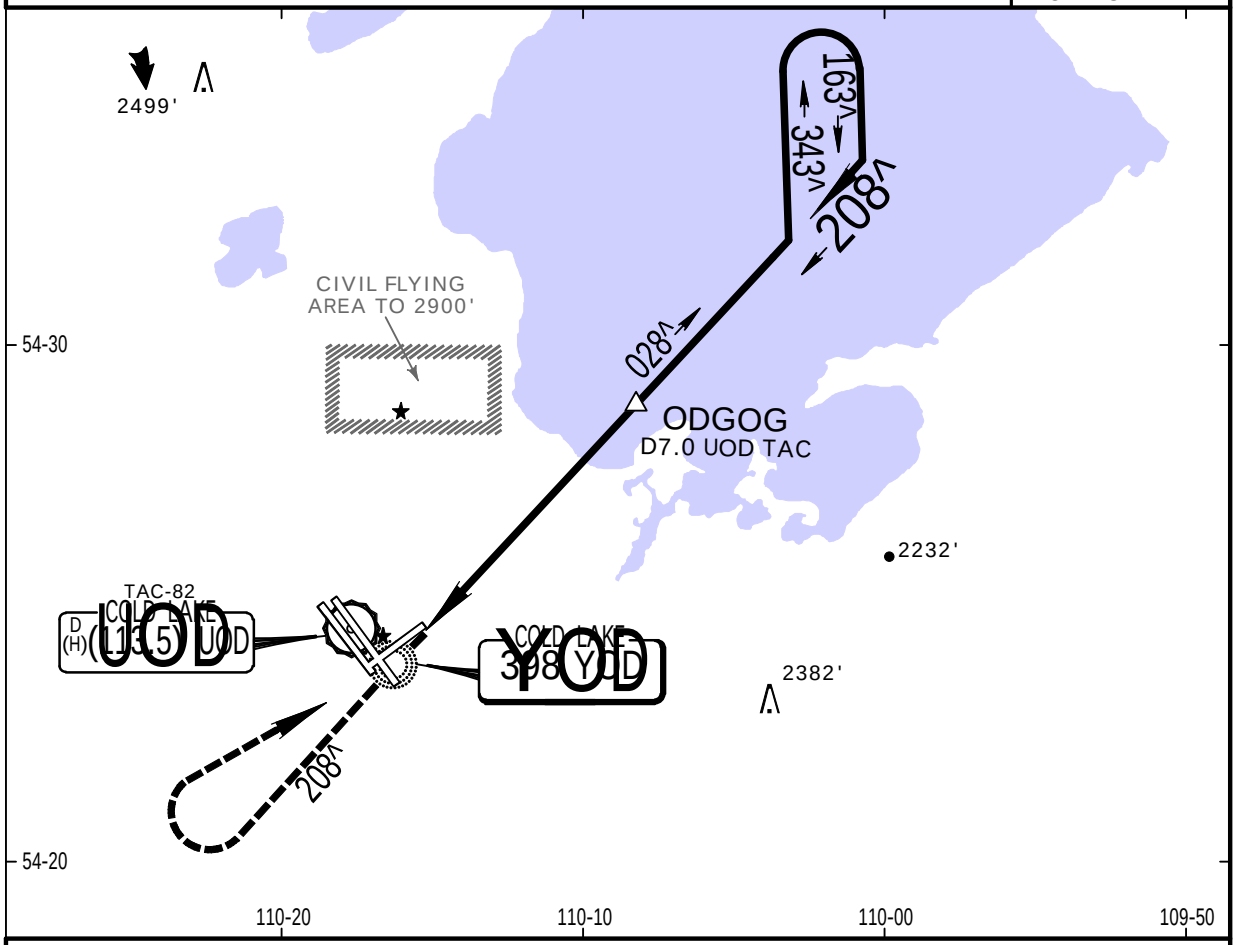
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

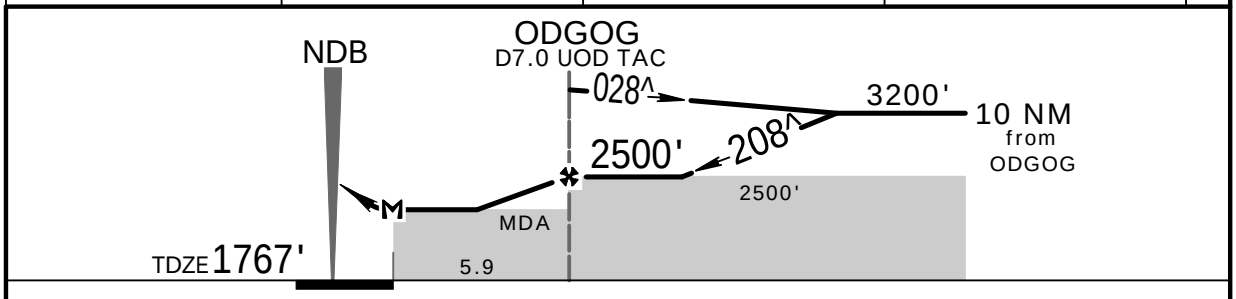
NDB YOD	Final Apch Crs	Minimum Alt ODGOG	MDA(H)	Apt Elev 1775'
398	208^	2500' (733')	2420' (653')	TDZE 1767'

MISSED APCH: Climb to 5000' track 208^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB





Gnd speed-Kts	70	90	100	120	140	160
ODGOG to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

SSALR PAPI | 5000' | 208^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY 22

MDA(H) 2420' (653')

HIALS out

A	
B	1½
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	2420' (645') -2
140	
165	2480' (705') -2¼

CHANGES: Profile. JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-4) .Eff.3.Apr.

COLD LAKE, ALTA
NDB Rwy 22

BRIEFING STRIP ™

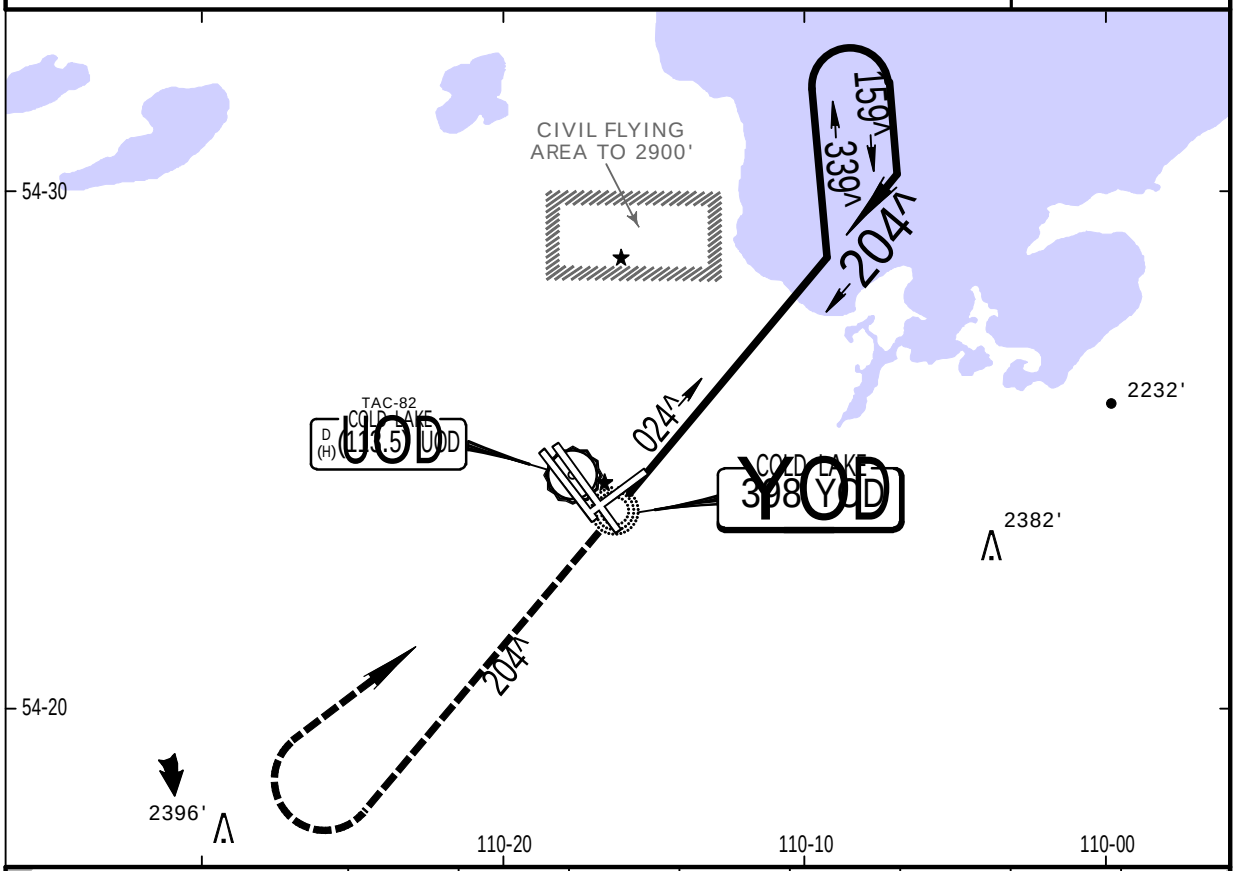
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	No FAF	MDA(H)	Apt Elev 1775' TDZE 1767'
398	204^		2480'(713')	

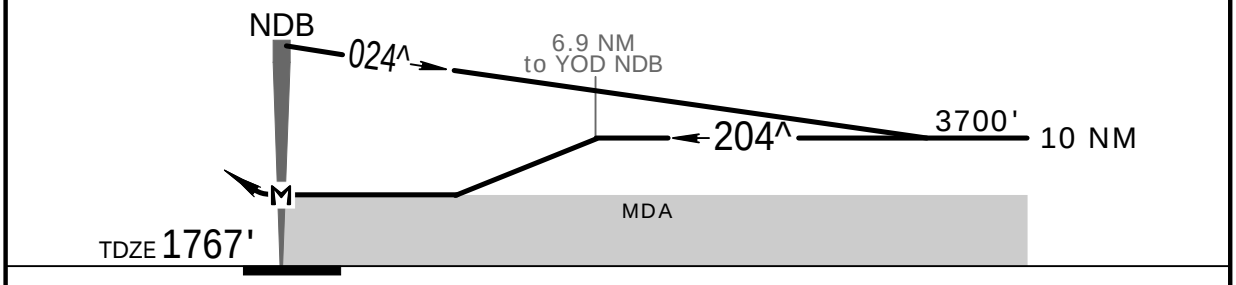
MISSED APCH: Climb to 5000' track 204^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	3.1	4.0	5.0	6.0	6.9	8.0	9.0	10.0
VDA ALTITUDE	2480'	2770'	3090'	3410'	3700'	4050'	4370'	4680'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR PAPI | 5000' | 204^ | RT | YOD 398

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 2480'(713')			
HIALS out		Max Kts	MDA(H)
A	1¾	90	2480'(705') - 2¼
B		120	
C		140	
D		165	

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CYOD/YOD

GROUP CAPTAIN MCNAIR 28 MAR 14 (16-5) .Eff.3.Apr.

JEPPESEN

COLD LAKE, ALTA
NDB DME Rwy 31R

BRIEFING STRIP ™

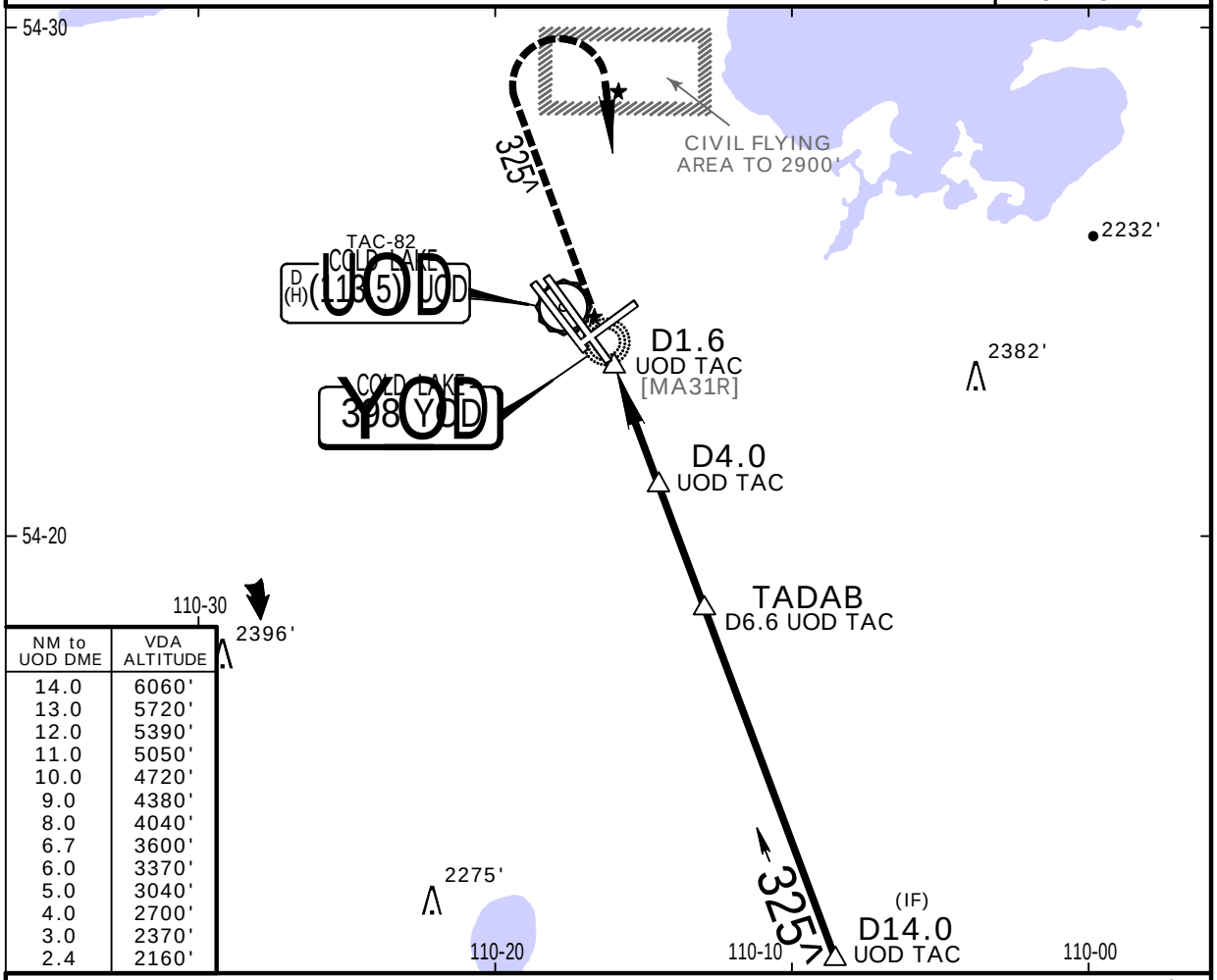
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	VDA TADAB	MDA(H)	Apt Elev 1775'
398	325^	3570' (1795')	2160' (385')	TDZE 1775'

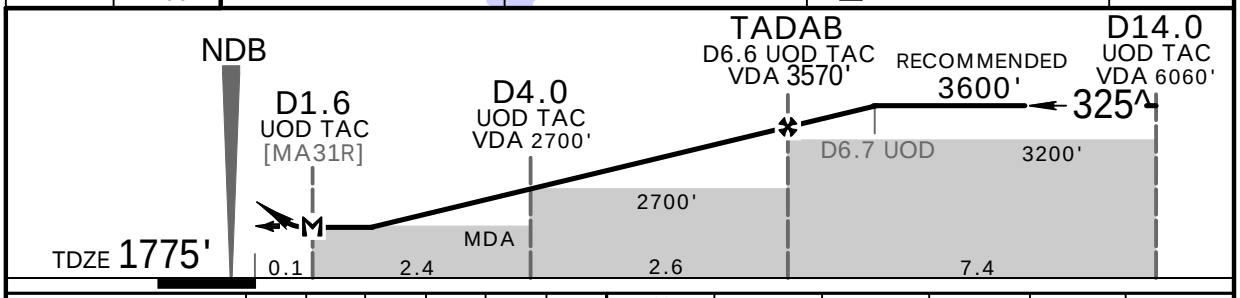
MISSED APCH: Climb to 5000' track 325^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to UOD DME	VDA ALTITUDE
14.0	6060'
13.0	5720'
12.0	5390'
11.0	5050'
10.0	4720'
9.0	4380'
8.0	4040'
6.7	3600'
6.0	3370'
5.0	3040'
4.0	2700'
3.0	2370'
2.4	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.16^	391	503	559	671	783	895
MAP at D1.6 UOD TAC						

SSALR
PAPI

5000' | 325^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY31R

MDA(H) 2160'(385')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280'(505') - 1½
120	2280'(505') - 2
140	2280'(505') - 2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-6) .Eff.3.Apr.

COLD LAKE, ALTA
NDB Rwy 31R

BRIEFING STRIP ™

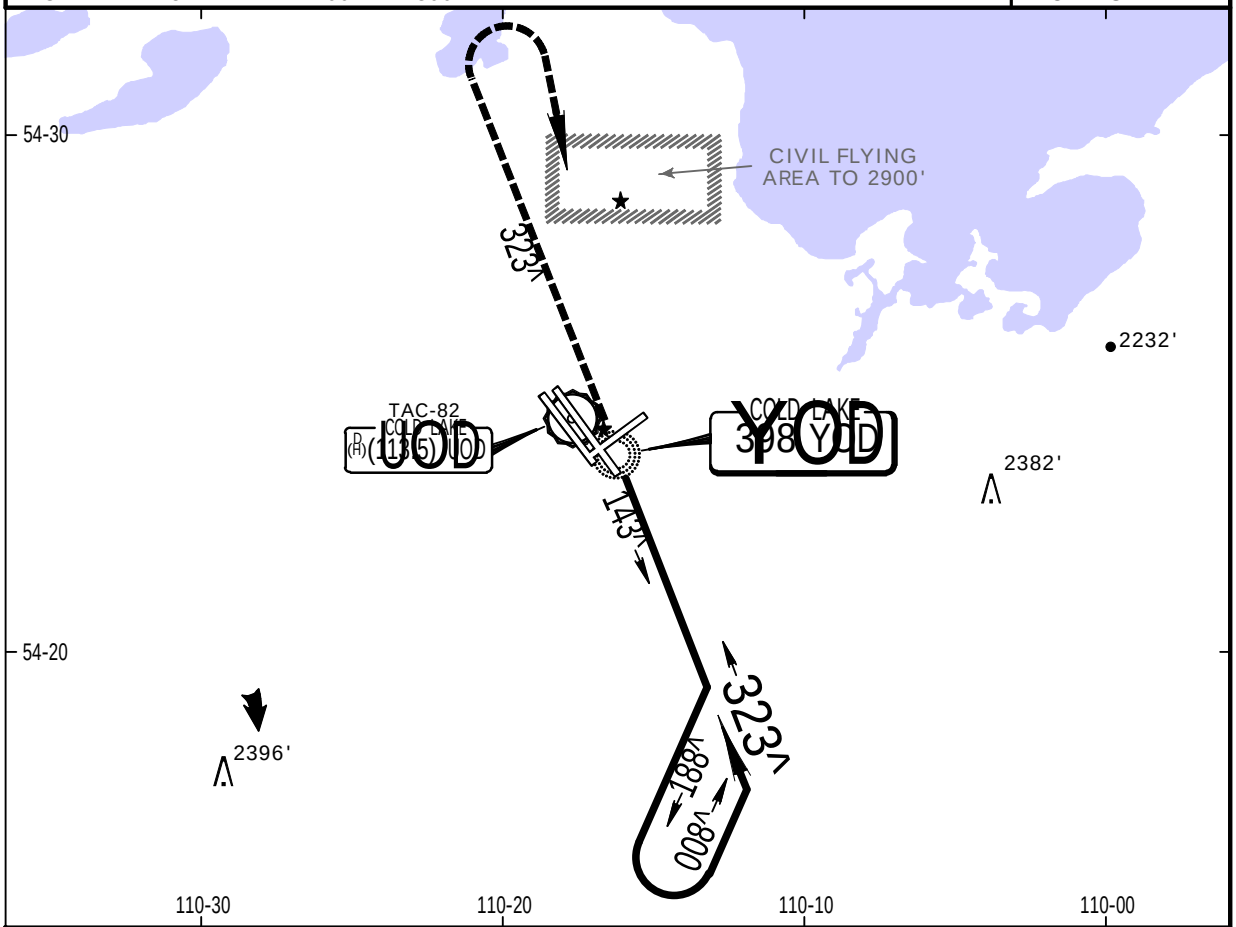
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD 398	Final Apch Crs 323^	No FAF	MDA(H) 2320' (545')	Apt Elev 1775' TDZE 1775'

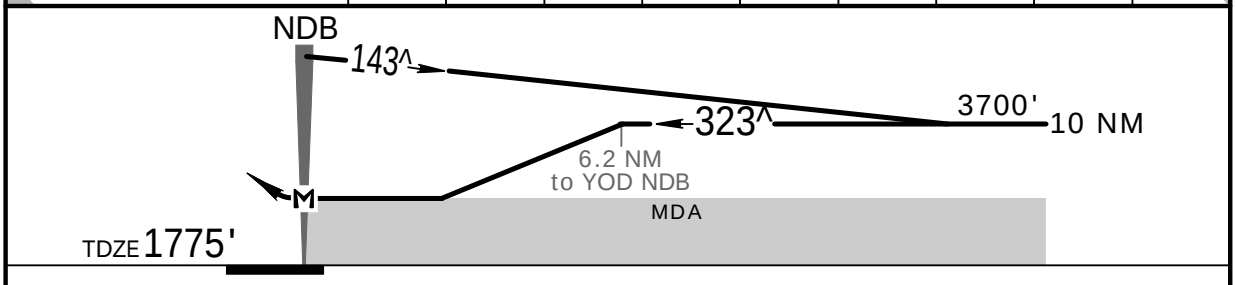
MISSED APCH: Climb to 5000' track 323^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	1.9	3.0	4.0	5.0	6.2	7.0	8.0	9.0	10.0
VDA ALTITUDE	2320'	2670'	2990'	3310'	3700'	3940'	4260'	4580'	4900'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR PAPI | 5000' | 323^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND	
MDA(H) 2320' (545')		Max Kts	MDA(H)
HIALS out		90	2320' (545') - 1¾
A	1¼	120	2320' (545') - 2
B		140	2320' (545') - 2
C			

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CYOD/YOD COLD LAKE, ALTA

GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAY 10 .Eff.3.Jun. (18-1)

PAR Rwys 13L, 22, 31R

BRIEFING STRIP ™

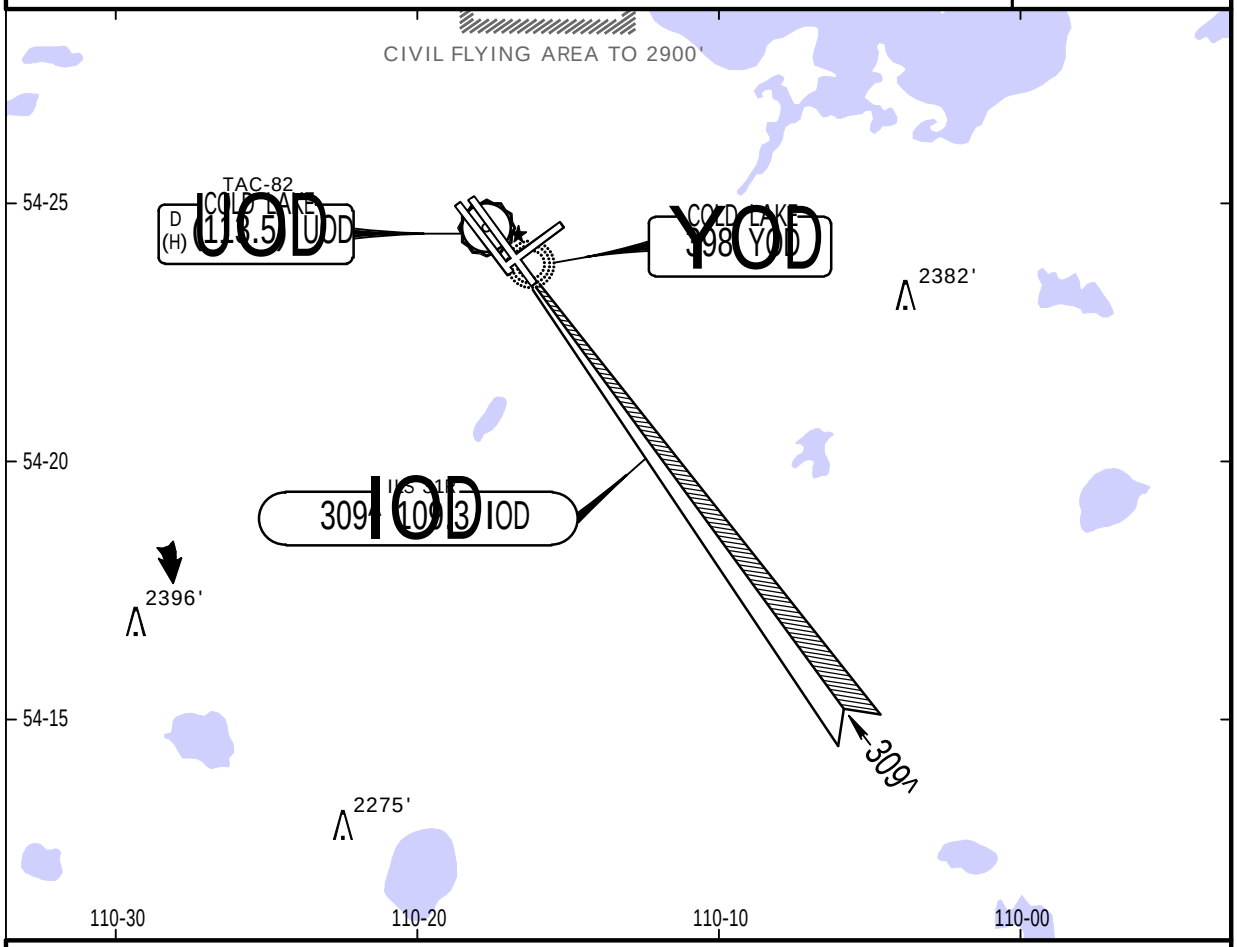
COLD LAKE Arrival	COLD LAKE Radar	COLD LAKE Tower	Ground
124.5	119.4	126.2	121.9

RADAR	Final Apch Crs By ATC	No FAF	DA(H) Refer to Minimums	Apt Elev 1775' TDZE-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.



RWY 13L	RWY 22	RWY 31R
TDZE 1772'	TDZE 1767'	PAR TCH 44' TDZE 1775'

Gnd speed-Kts	70	90	100	120	140	160
Rwys 13L, 22, 31R PAR GS 3.00^	377	484	538	646	753	861

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 13L DA(H) 1972' (200')	HIALS out	PAR 22 DA(H) 1967' (200')	HIALS out	PAR 31R DA(H) 1975' (200')	HIALS out
A						
B						
C	½	¾	½	¾	RVR 26 or ½	RVR 40 or ¾
D						

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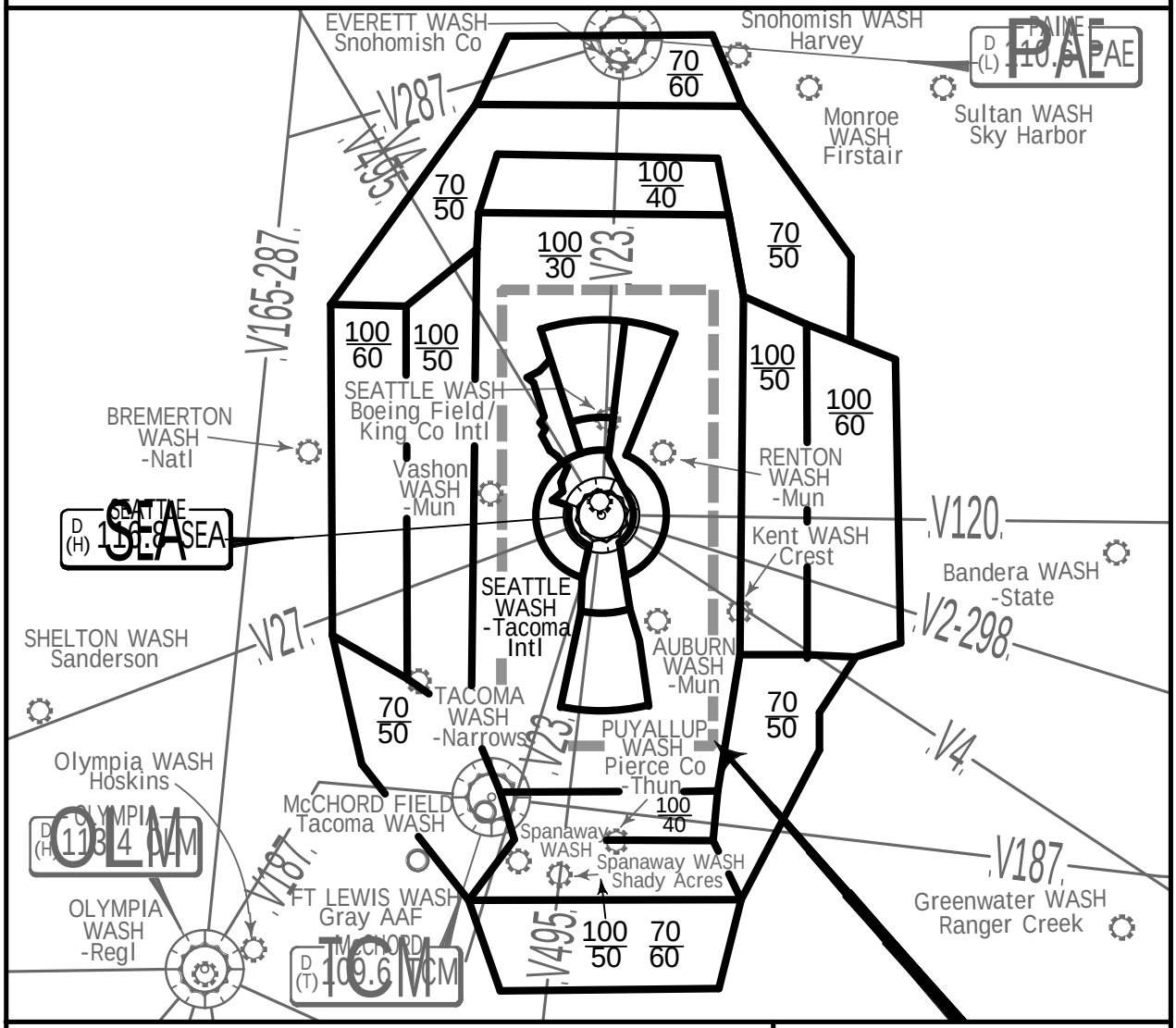
SEATTLE CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(341^-075^) 119.2	Rwy 16	Rwy 34
(199^-300^) 120.1	(076^-160^) 119.2	(301^-340^) 120.4
(161^-198^) 126.5	(301^-340^) 125.9	(076^-160^) 125.9



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

FLIGHT PROCEDURES

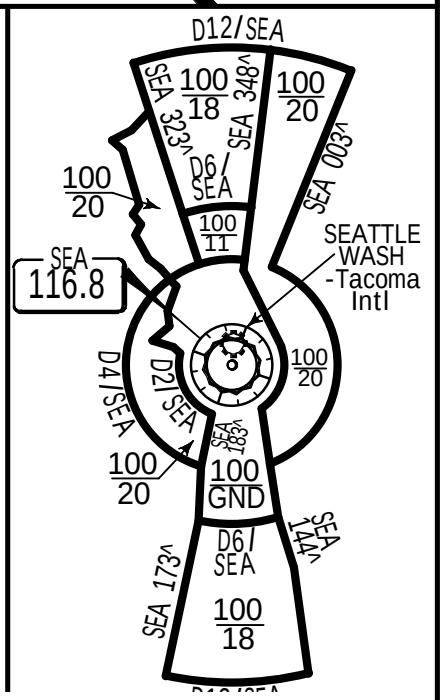
IFR Flights- Aircraft operating within the Seattle Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.



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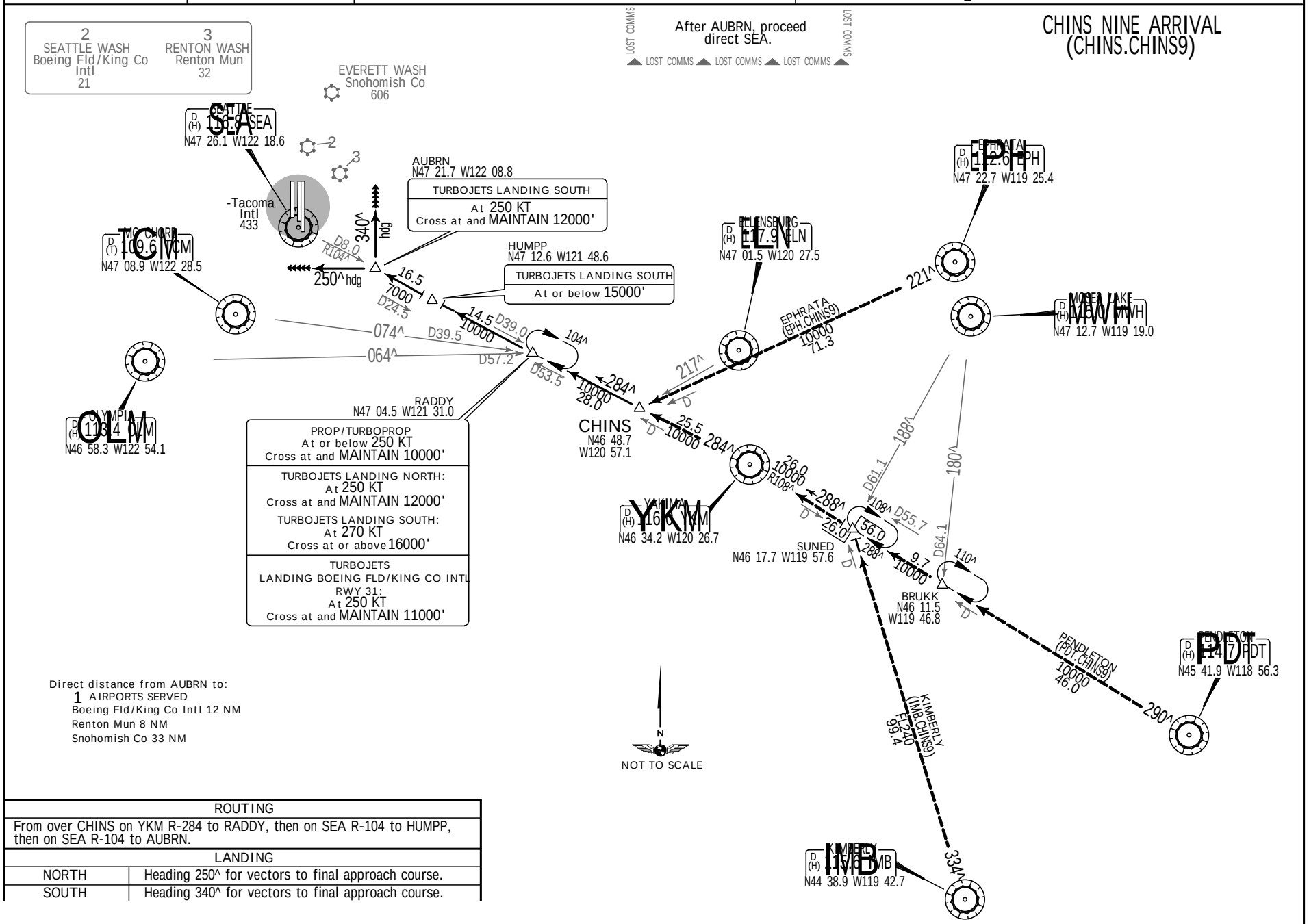
KSEA/SEA
-TACOMA INTL

JEPPESEN SEATTLE, WASH
11 OCT 13 (20-2) .Eff.17.Oct. .STAR.

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME and RADAR required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves 1

CHINS NINE ARRIVAL (CHINS.CHINS9)



Direct distance from AUBRN to:
1 AIRPORTS SERVED
Boeing Fld/King Co Intl 12 NM
Renton Mun 8 NM
Snohomish Co 33 NM

ROUTING	
From over CHINS on YKM R-284 to RADDY, then on SEA R-104 to HUMPP, then on SEA R-104 to AUBRN.	
LANDING	
NORTH	Heading 250^ for vectors to final approach course.
SOUTH	Heading 340^ for vectors to final approach course.

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CHANGES: Procedure renumbered, RADDY crossing restrictions.

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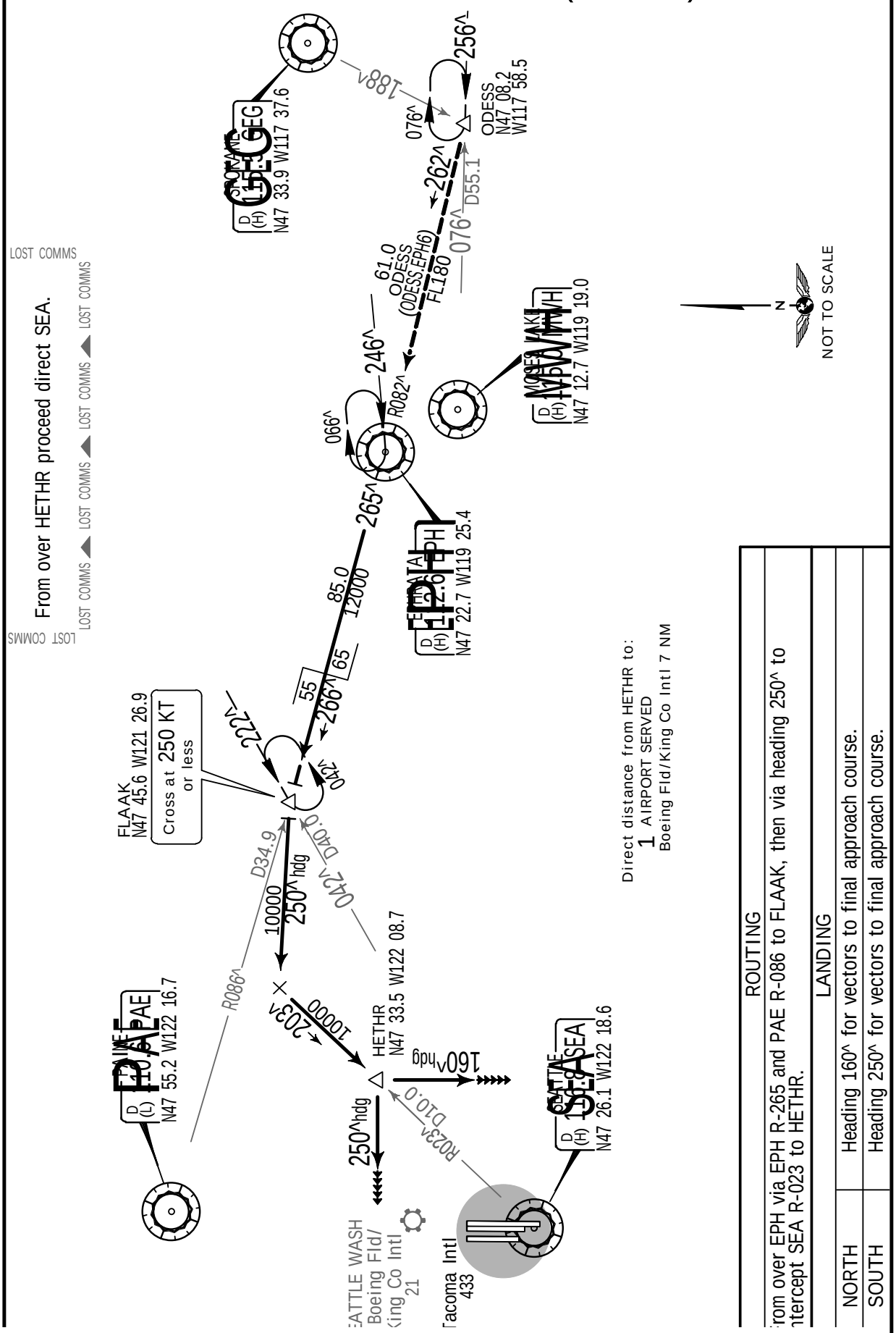
KSEA/SEA -TACOMA INTL

JEPPESEN 11 OCT 13 (20-2A) .Eff.17.Oct.

SEATTLE, WASH .STAR.

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Also serves 1

EPHRATA SIX ARRIVAL (EPH.EPH6)



ROUTING	
From over EPH via EPH R-265 and PAE R-086 to FLAAK, then via heading 250^ to intercept SEA R-023 to HETHR.	
LANDING	
NORTH	Heading 160^ for vectors to final approach course.
SOUTH	Heading 250^ for vectors to final approach course.

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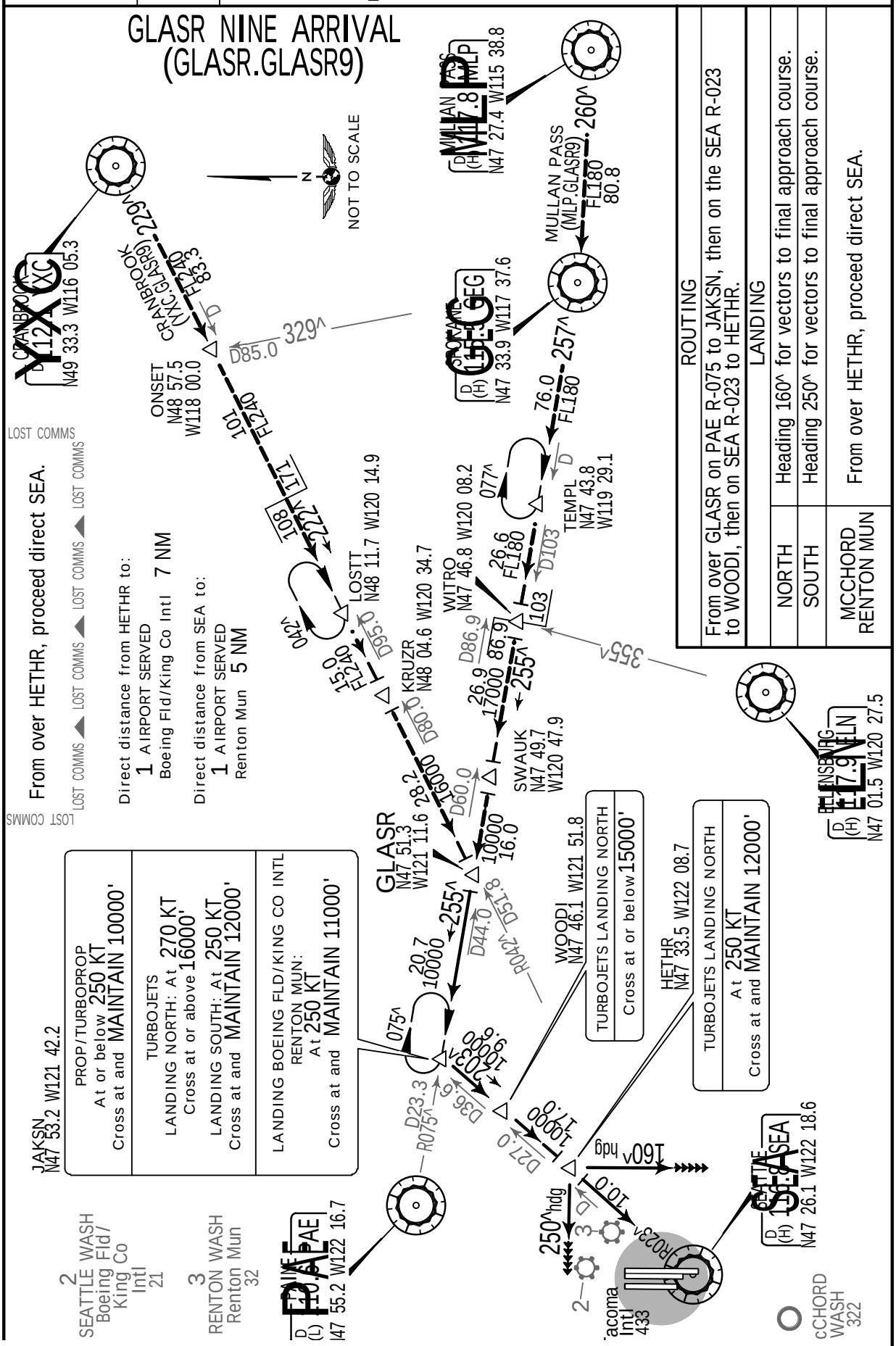
KSEA/SEA -TACOMA INTL

JEPPESEN 26 APR 13 (20-2B) .Eff.2.May.

SEATTLE, WASH .STAR.

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves 1

GLASR NINE ARRIVAL (GLASR.GLASR9)



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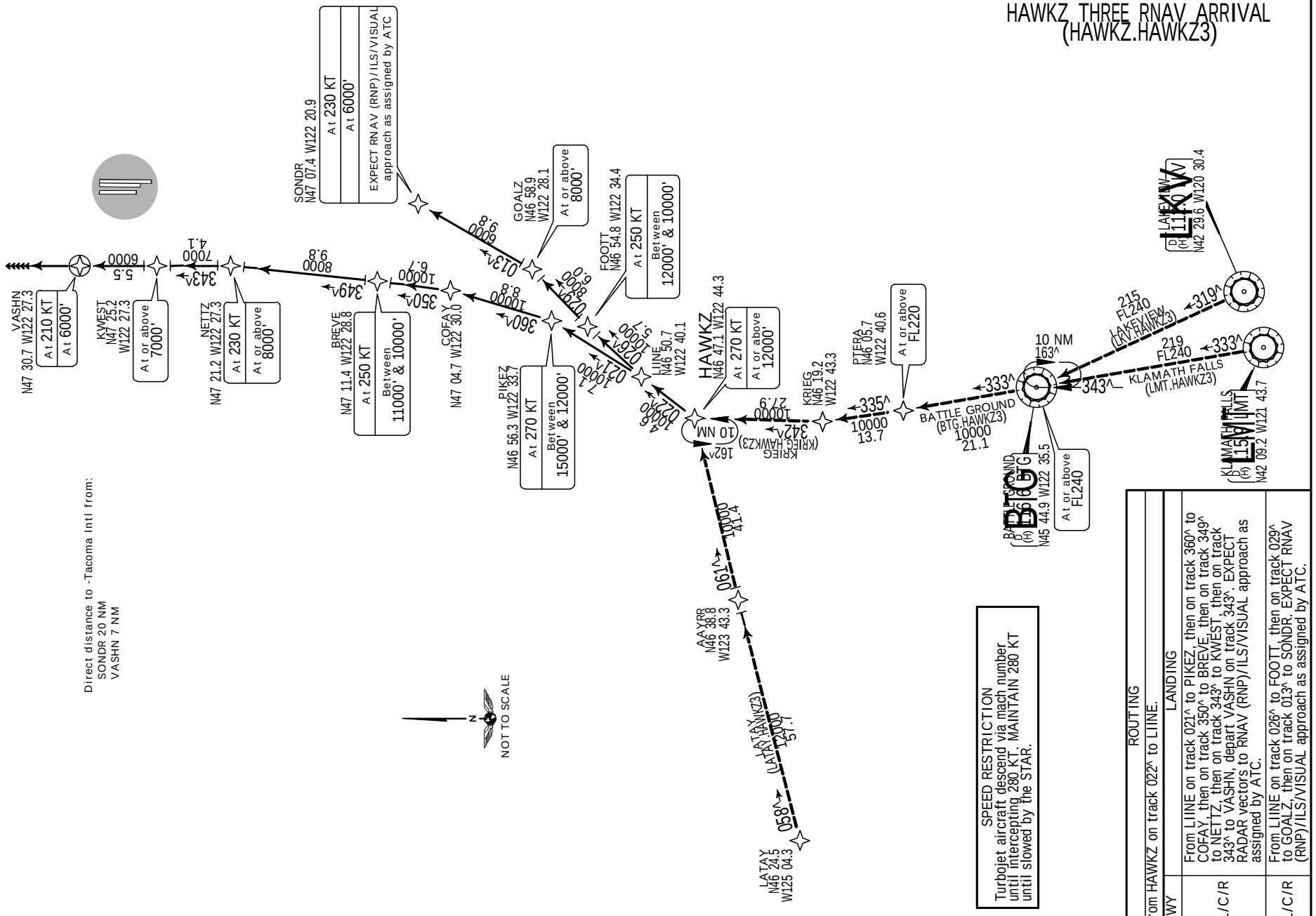
KSEA/SEA
-TACOMA INTL

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. LATAY Transition: For non-GPS equipped aircraft ONP must be operational.
118.0	433'		

HAWKZ THREE RNAV ARRIVAL (HAWKZ.HAWKZ3)



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 022^ to LIINE.	
RWY	LANDING
16L/C/R	From LIINE on track 021^ to PIKEZ, then on track 360^ to COFAY, then on track 350^ to BREVE, then on track 349^ to NETTZ, then on track 343^ to KWEST, then on track 343^ to VASHN, depart VASHN on track 343^. EXPECT RADAR vectors to RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.
34L/C/R	From LIINE on track 026^ to FOOTT, then on track 029^ to GOALZ, then on track 013^ to SONDR. EXPECT RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

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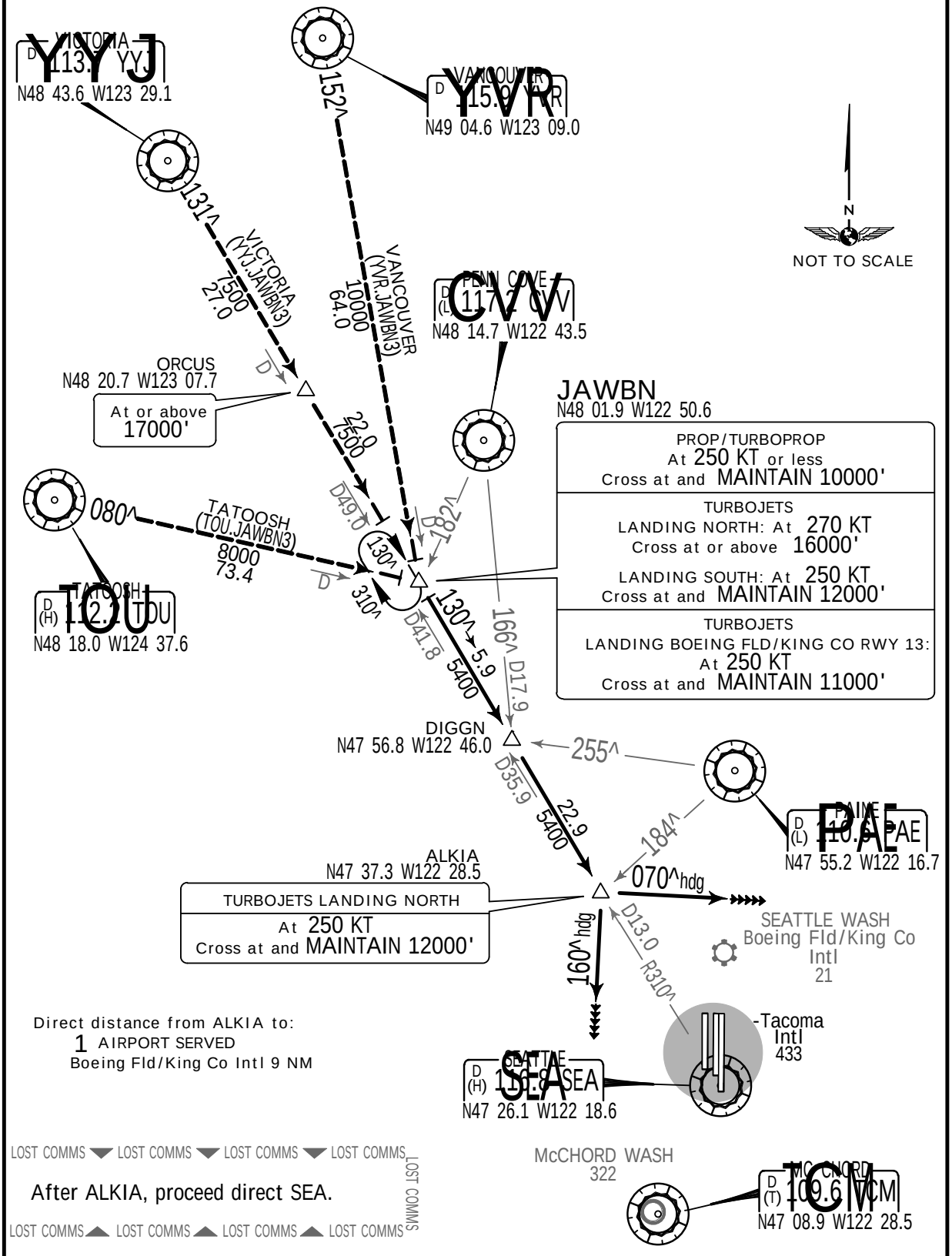
KSEA/SEA
-TACOMA INTL

JEPPESEN
14 FEB 14 (20-2D)

SEATTLE, WASH
.STAR.

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Also serves 1

JAWBN THREE ARRIVAL (JAWBN.JAWBN3)



Direct distance from ALKIA to:
1 AIRPORT SERVED
Boeing Fld/King Co Intl 9 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

After ALKIA, proceed direct SEA.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS

ROUTING

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

LANDING

NORTH	Depart ALKIA heading 160^ for vectors to final approach course.

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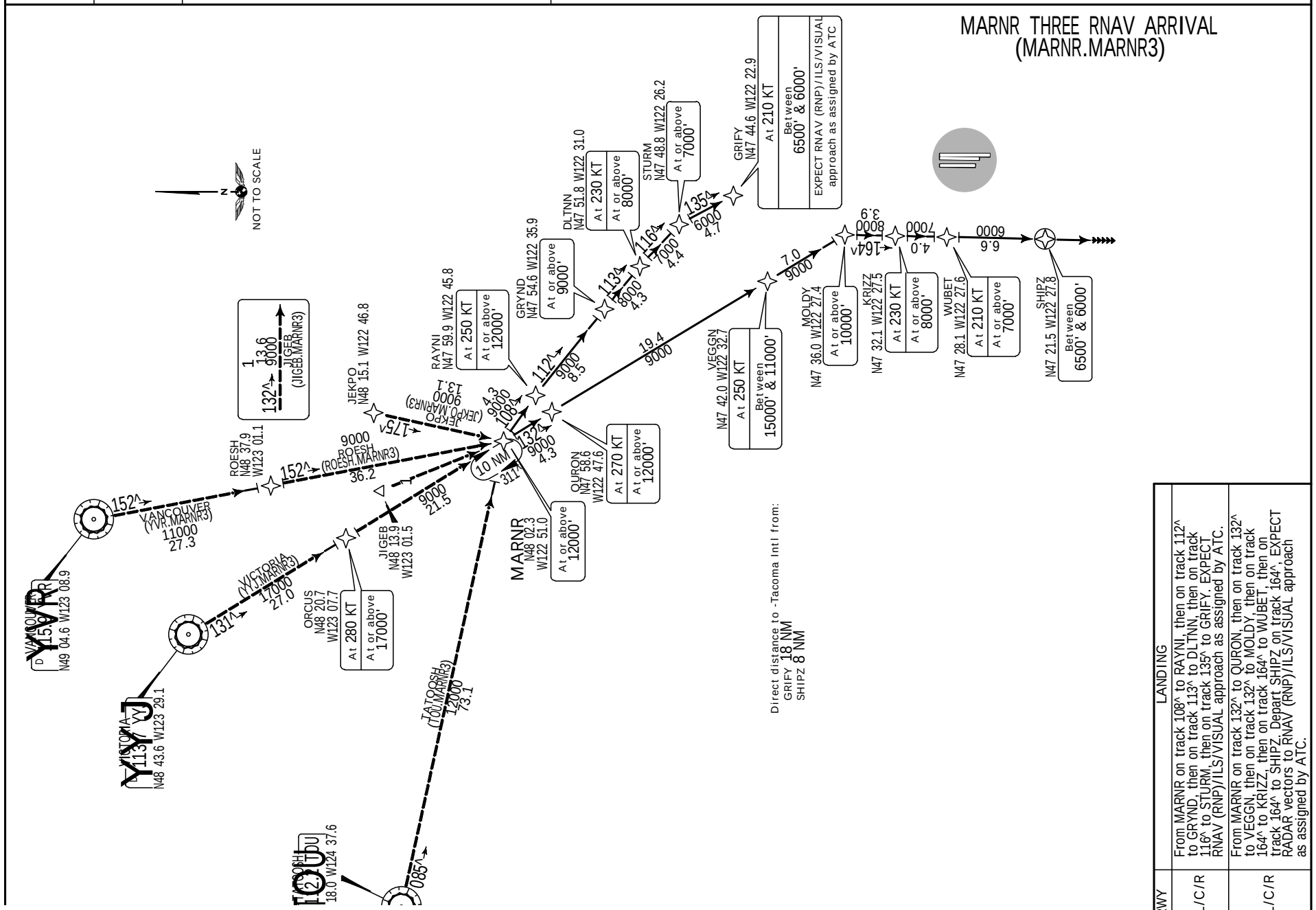
KSEA/SEA
-TACOMA INTL

JEPPESEN SEATTLE, WASH
26 APR 13 (20-2E) .Eff.2.May. .RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by the STAR.
118.0	433'		

MARNR THREE RNAV ARRIVAL (MARNR.MARNR3)



RWY	LANDING
16L/C/R	From MARNR on track 108^ to RAYNI, then on track 112^ to GRYND, then on track 113^ to DLTNN, then on track 116^ to STURM, then on track 135^ to GRIFY. EXPECT RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.
34L/C/R	From MARNR on track 132^ to QURON, then on track 132^ to VEGGN, then on track 132^ to MOLDY, then on track 164^ to KRIZZ, then on track 164^ to WUBET, then on track 164^ to SHIPZ. Depart SHIPZ on track 164^, EXPECT RADAR vectors to RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

CHANGES: None.

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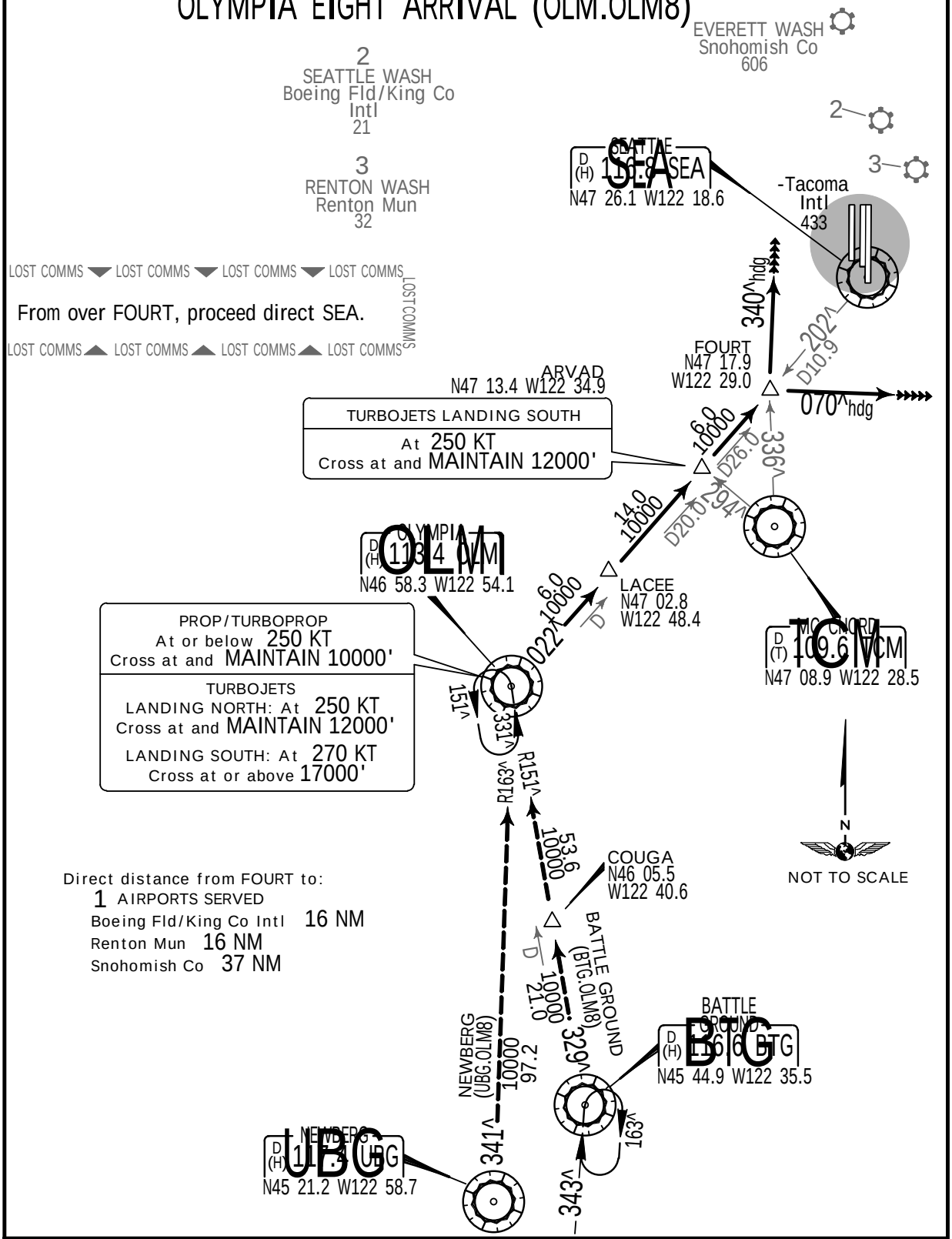
KSEA/SEA -TACOMA INTL

JEPPESEN 26 APR 13 (20-2F) .Eff.2.May.

SEATTLE, WASH .STAR.

-TACOMA INTL D-ATIS 118.0	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves 1

OLYMPIA EIGHT ARRIVAL (OLM.OLM8)



ROUTING

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

LANDING

NORTH	Depart FOURT heading 070^ for vectors to final approach course.
SOUTH	Depart FOURT heading 340^ for vectors to final approach course.
RENTON MUN SNOHOMISH CO	Depart FOURT heading 340^ for vectors to final

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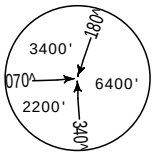
KSEA/SEA
-TACOMA INTL

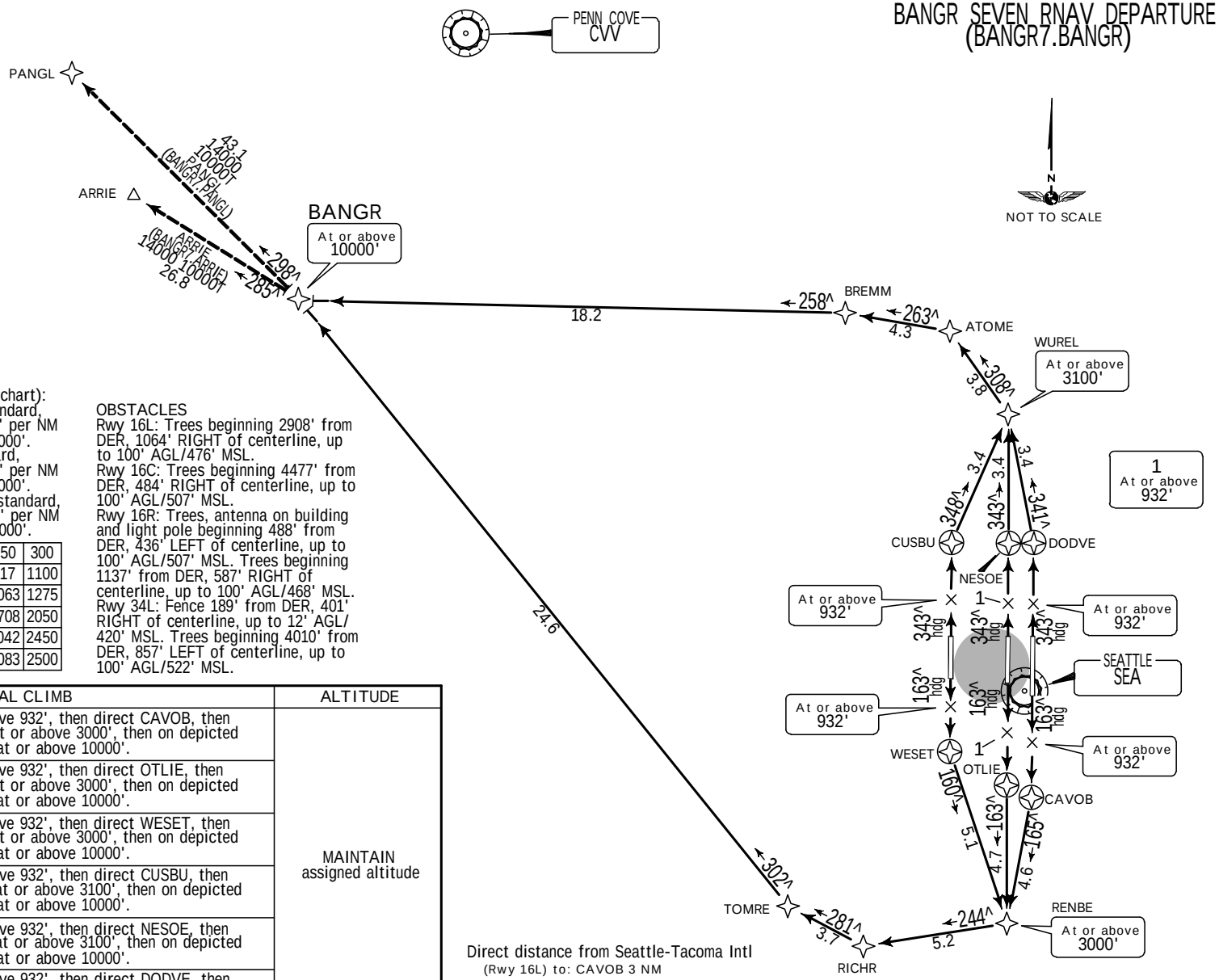
SEATTLE Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'	
120.4	433'		

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft departing Rwys 16L/C/R: HQM DME must be operational.
5. For non-GPS equipped aircraft departing Rwys 34L/C/R: PAE DME must be operational.

BANGR SEVEN RNAV DEPARTURE (BANGR7.BANGR)



MSA SEA VOR



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3000', and climb of 220' per NM to 10000'.
Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 3000', and climb of 220' per NM to 10000'.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to 3700', and climb of 255' per NM to 10000'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
255' per NM	319	425	638	850	1063	1275
410' per NM	513	683	1025	1367	1708	2050
490' per NM	613	817	1225	1633	2042	2450
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 163^ to at or above 932', then direct CAVOB, then on track 165^ to cross RENBE at or above 3000', then on depicted route to BANGR, cross BANGR at or above 10000'.	MAINTAIN assigned altitude
16C	Climb heading 163^ to at or above 932', then direct OTLIE, then on track 163^ to cross RENBE at or above 3000', then on depicted route to BANGR, cross BANGR at or above 10000'.	
16R	Climb heading 163^ to at or above 932', then direct WESET, then on track 160^ to cross RENBE at or above 3000', then on depicted route to BANGR, cross BANGR at or above 10000'.	
34L	Climb heading 343^ to at or above 932', then direct CUSBU, then on track 348^ to cross WUREL at or above 3100', then on depicted route to BANGR, cross BANGR at or above 10000'.	
34C	Climb heading 343^ to at or above 932', then direct NESOE, then on track 343^ to cross WUREL at or above 3100', then on depicted route to BANGR, cross BANGR at or above 10000'.	
34R	Climb heading 343^ to at or above 932', then direct DODVE, then on track 341^ to cross WUREL at or above 3100', then on depicted route to BANGR, cross BANGR at or above 10000'.	

Direct distance from Seattle-Tacoma Intl
(Rwy 16L) to: CAVOB 3 NM
(Rwy 16C) to: OTLIE 3 NM
(Rwy 16R) to: WESET 3 NM
(Rwy 34L) to: CUSBU 3 NM

ROUTING

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CHANGES: None.

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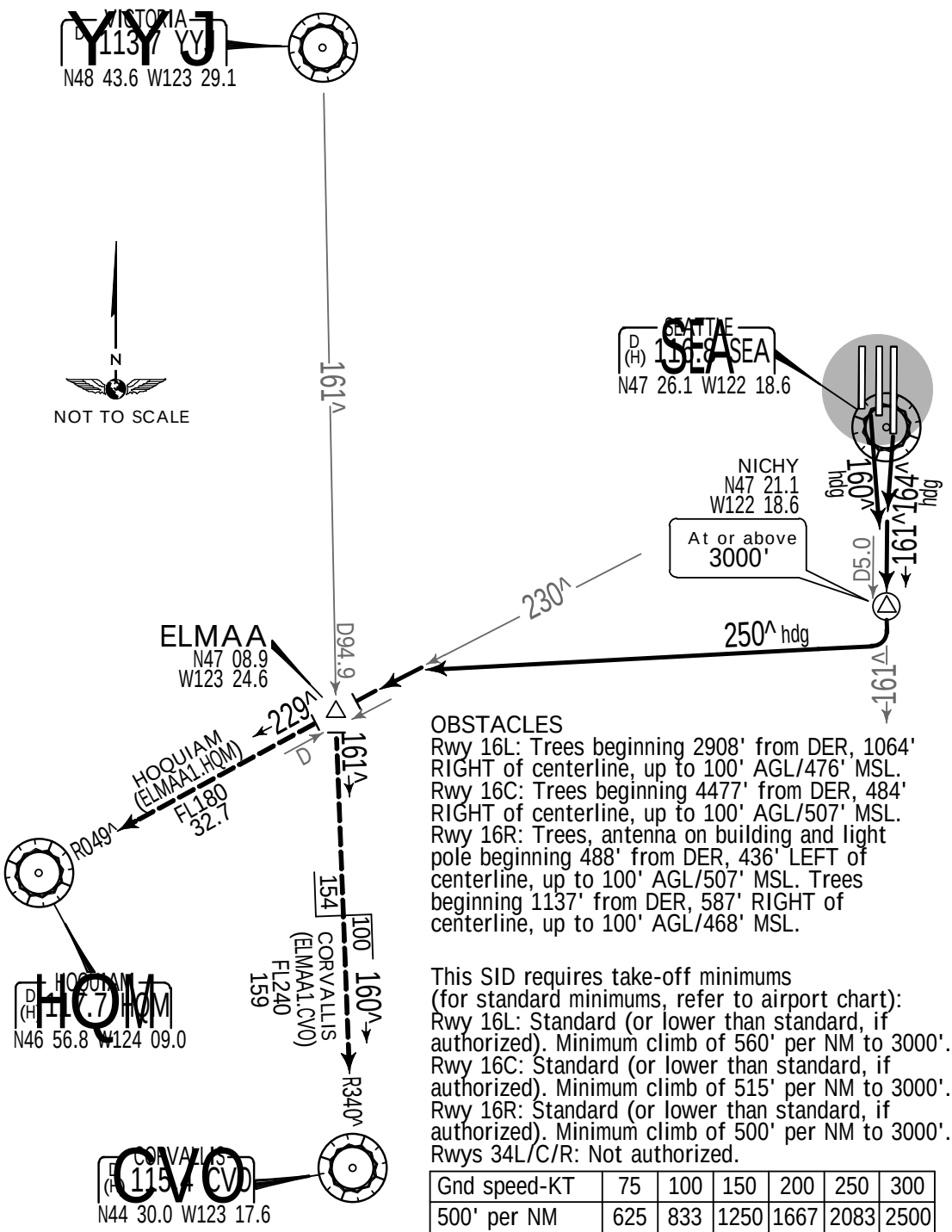
SEATTLE Departure (R)	Apt Elev	
120.4	433'	Trans level: FL180 Trans alt: 18000' RADAR and DME required.

ELMAA ONE DEPARTURE (ELMAA1.ELMAA)



OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized). Minimum climb of 560' per NM to 3000'.
Rwy 16C: Standard (or lower than standard, if authorized). Minimum climb of 515' per NM to 3000'.
Rwy 16R: Standard (or lower than standard, if authorized). Minimum climb of 500' per NM to 3000'.
Rwys 34L/C/R: Not authorized.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
515' per NM	644	858	1288	1717	2146	2575
560' per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB
16L	Climb heading 164^ and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above 3000'.
16C/R	Climb heading 160^ and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above 3000'.

ROUTING

At NICHY RIGHT turn heading 250^ to intercept SEA R-230 to ELMAA, then via transition/

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KSEA/SEA
-TACOMA INTL

JEPPESEN SEATTLE, WASH
19 AUG 11 (20-3B) .Eff.25.Aug. .RNAV.SID.

SEATTLE Departure (R) 120.4	Apt Elev 433'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. For non-GPS equipped aircraft departing Rwys 16L/C/R: OLM DME must be operational, for HOQUIAM transition. 5. For non-GPS equipped aircraft departing Rwys 34L/C: PAE DME must be operational, additionally OLM DME must be operational for HOQUIAM transition. 6. For non-GPS equipped aircraft departing Rwys 34R: PAE and SEA DMEs must be operational, additionally OLM DME must be operational for HOQUIAM transition.

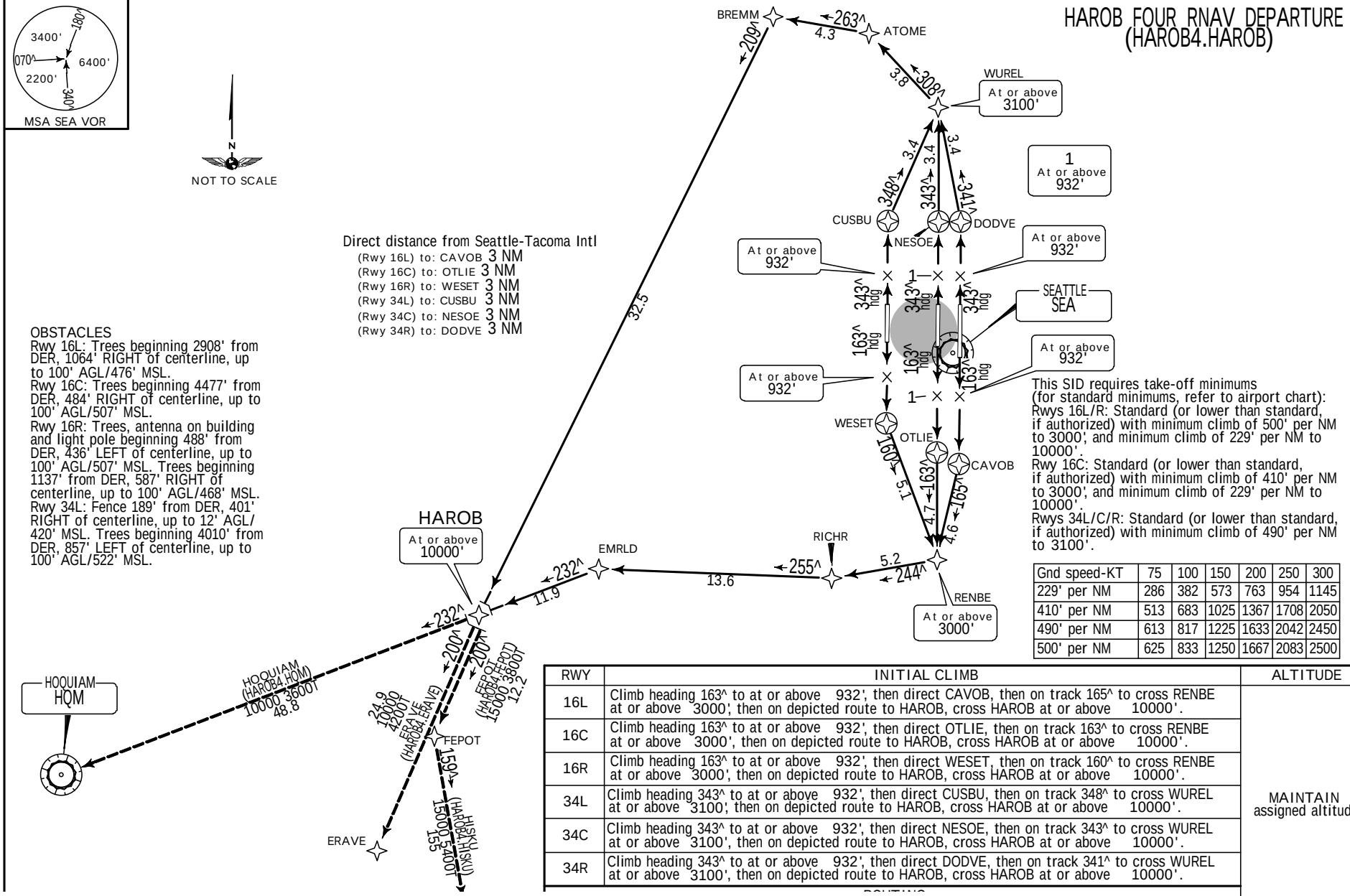
HAROB FOUR RNAV DEPARTURE (HAROB4.HAROB)

MSA SEA VOR

NOT TO SCALE

Direct distance from Seattle-Tacoma Intl
(Rwy 16L) to: CAVOB 3 NM
(Rwy 16C) to: OTLIE 3 NM
(Rwy 16R) to: WESET 3 NM
(Rwy 34L) to: CUSBU 3 NM
(Rwy 34C) to: NESOE 3 NM
(Rwy 34R) to: DODVE 3 NM

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/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3000', and minimum climb of 229' per NM to 10000'.
Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 3000', and minimum climb of 229' per NM to 10000'.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to 3100'.

Gnd speed-KT	75	100	150	200	250	300
229' per NM	286	382	573	763	954	1145
410' per NM	513	683	1025	1367	1708	2050
490' per NM	613	817	1225	1633	2042	2450
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 163^ to at or above 932', then direct CAVOB, then on track 165^ to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'.	MAINTAIN assigned altitude
16C	Climb heading 163^ to at or above 932', then direct OTLIE, then on track 163^ to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'.	
16R	Climb heading 163^ to at or above 932', then direct WESET, then on track 160^ to cross RENBE at or above 3000', then on depicted route to HAROB, cross HAROB at or above 10000'.	
34L	Climb heading 343^ to at or above 932', then direct CUSBU, then on track 348^ to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'.	
34C	Climb heading 343^ to at or above 932', then direct NESOE, then on track 343^ to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'.	
34R	Climb heading 343^ to at or above 932', then direct DODVE, then on track 341^ to cross WUREL at or above 3100', then on depicted route to HAROB, cross HAROB at or above 10000'.	

ROUTING
5 NM from SEA.

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CHANGES: Procedure renumbered, revised.

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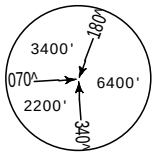
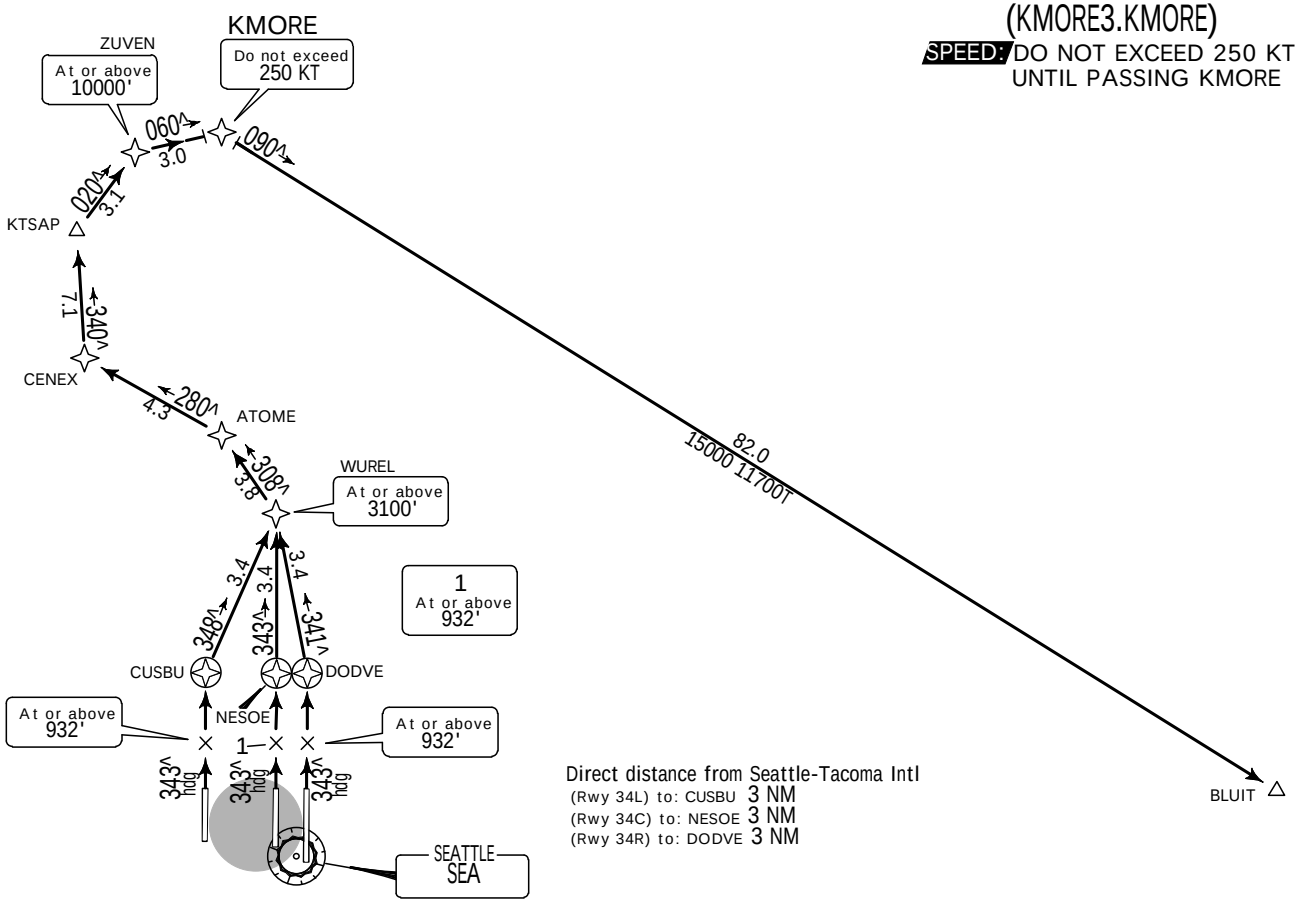
SEATTLE Departure (R) 120.4	Apt Elev 433'	Alt Set: hPa Trans level: FL 180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. "Noise Abatement Procedure" available 2200 to 0600 local.

KMORE THREE RNAV DEPARTURE (KMORE3.KMORE)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING KMORE



MSA SEA VOR



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Not authorized - ATC.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to to 3100', and then climb of 377' per NM to 10000'.

Gnd speed-KT	75	100	150	200	250	300
377' per NM	471	628	943	1257	1571	1885
490' per NM	613	817	1225	1633	2042	2450

Direct distance from Seattle-Tacoma Intl
(Rwy 34L) to: CUSBU 3 NM
(Rwy 34C) to: NESOE 3 NM
(Rwy 34R) to: DODVE 3 NM

RWY	INITIAL CLIMB	ALTITUDE
34L	Climb heading 343^ to 932', then direct CUSBU, then on track 348^ to cross WUREL at or above 3100', then on track 308^ to ATOME, then on track 280^ to CENEX, then on track 340^ to KTSAP, then on track 020^ to cross ZUVEN at or above 10000', then on track 060^ to KMORE, then on track 090^ to BLUIT.	MAINTAIN assigned altitude
34C	Climb heading 343^ to 932', then direct NESOE, then on track 343^ to cross WUREL at or above 3100', then on track 308^ to ATOME, then on track 280^ to CENEX, then on track 340^ to KTSAP, then on track 020^ to cross ZUVEN at or above 10000', then on track 060^ to KMORE, then on track 090^ to BLUIT.	
34R	Climb heading 343^ to 932', then direct DODVE, then on track 341^ to cross WUREL at or above 3100', then on track 308^ to ATOME, then on track 280^ to CENEX, then on track 340^ to KTSAP, then on track 020^ to cross ZUVEN at or above 10000', then on track 060^ to KMORE, then on track 090^ to BLUIT.	

OBSTACLES
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/ 420' MSL. Trees beginning 4010' from DER, 957' LEFT of centerline, up to

N
NOT TO SCALE

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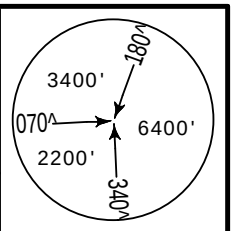
KSEA/SEA
-TACOMA INTL

JEPPESEN
19 AUG 11 (20-3D) .Eff.25.Aug.

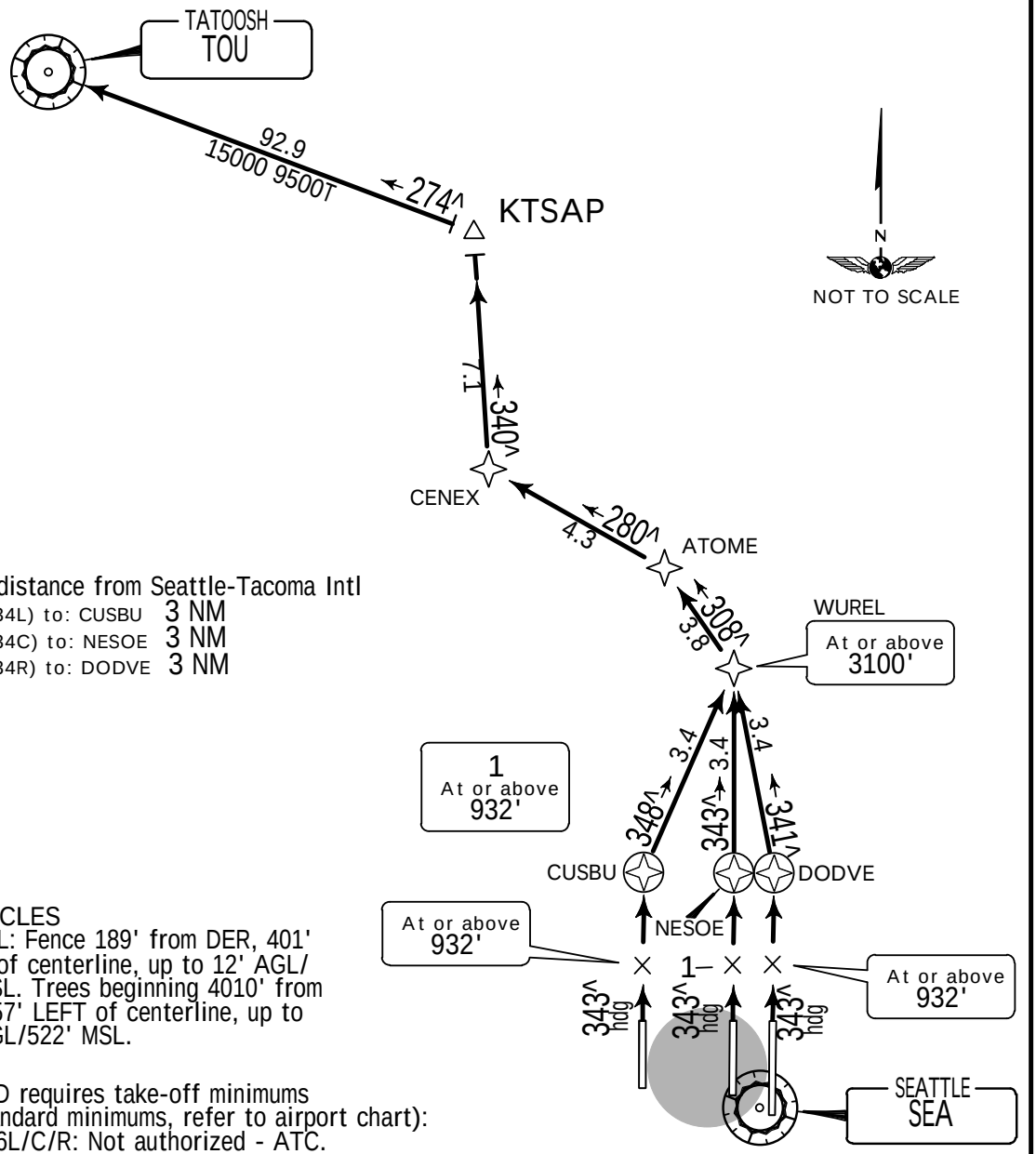
SEATTLE, WASH
.RNAV.SID.

SEATTLE Departure (R)	Apt Elev	
120.4	433'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. "Noise Abatement Procedure" available 2200 to 0600 local.



MSA SEA VOR

KTSAP FOUR RNAV DEPARTURE (KTSAP4.KTSAP)



Direct distance from Seattle-Tacoma Intl
(Rwy 34L) to: CUSBU 3 NM
(Rwy 34C) to: NESOE 3 NM
(Rwy 34R) to: DODVE 3 NM

OBSTACLES
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/ 420' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Not authorized - ATC.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to to 3100'.

Gnd speed-KT	75	100	150	200	250	300
490' per NM	613	817	1225	1663	2042	2450

RWY	INITIAL CLIMB	ALTITUDE
34L	Climb via heading 343^ to 932', then direct CUSBU, then on track 348^ to cross WUREL at or above 3100', then on depicted route to TOU.	MAINTAIN assigned altitude
34C	Climb via heading 343^ to 932', then direct NESOE, then on track 343^ to cross WUREL at or above 3100', then on depicted route to TOU.	
34R	Climb via heading 343^ to 932', then direct DODVE, then on track 341^ to cross WUREL at or above 3100', then on depicted route to TOU.	

ROUTING

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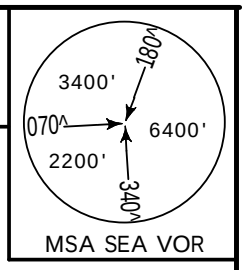
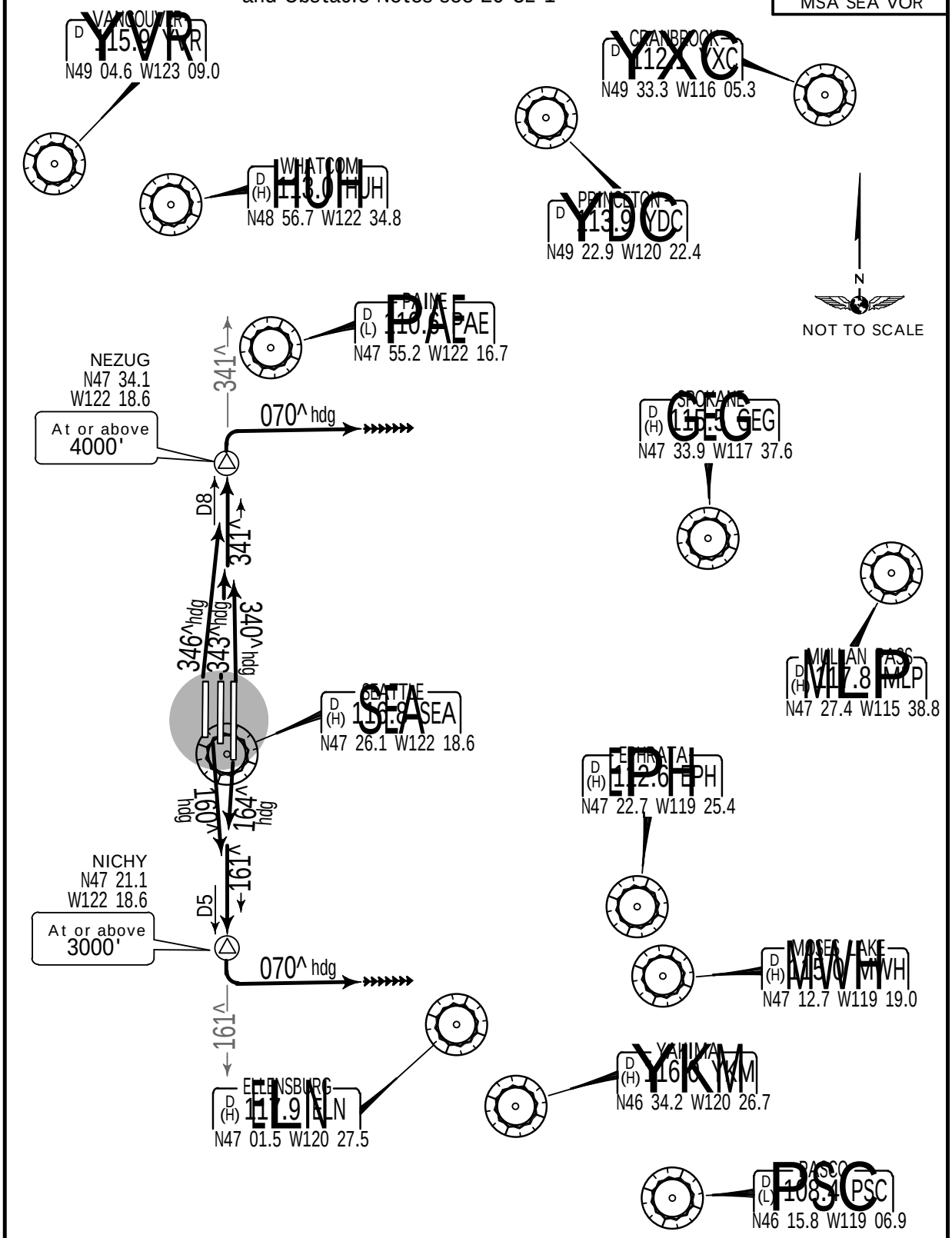
SEATTLE Departure (R) 119.2	Apt Elev 433'	Trans level: FL180 Trans alt: 18000' RADAR and DME required.

MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)

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





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

If no contact with ATC leaving 4000', proceed direct to SEA, then proceed

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MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)

For Procedure Graphic see 20-3E

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized). ATC climb of 560' per NM to 3000'.
Rwy 16C: Standard (or lower than standard, if authorized). ATC climb of 515' per NM to 3000'.
Rwy 16R: Standard (or lower than standard, if authorized). ATC climb of 500' per NM to 3000'.
Rwys 34L/C/R: Standard (or lower than standard, if authorized). ATC climb of 580' per NM to 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
515' per NM	644	858	1288	1717	2146	2575
560' per NM	700	933	1400	1867	2333	2800
580' per NM	725	967	1450	1933	2417	2900

OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/468' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 164^ and SEA R-161 to NICHY, then LEFT turn heading 070^ for RADAR vectors to assigned route.	MAINTAIN assigned altitude
16C/R	Climb heading 160^ and SEA R-161 to NICHY, then LEFT turn heading 070^ for RADAR vectors to assigned route.	
34L	Climb heading 346^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route.	
34C	Climb heading 343^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route.	
34R	Climb heading 340^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^ for RADAR vectors to assigned route.	

ROUTING

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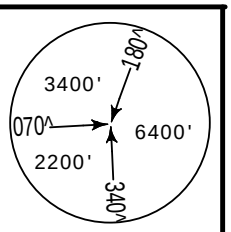
KSEA/SEA
-TACOMA INTL

JEPPESEN
9 JAN 09 (20-3F)

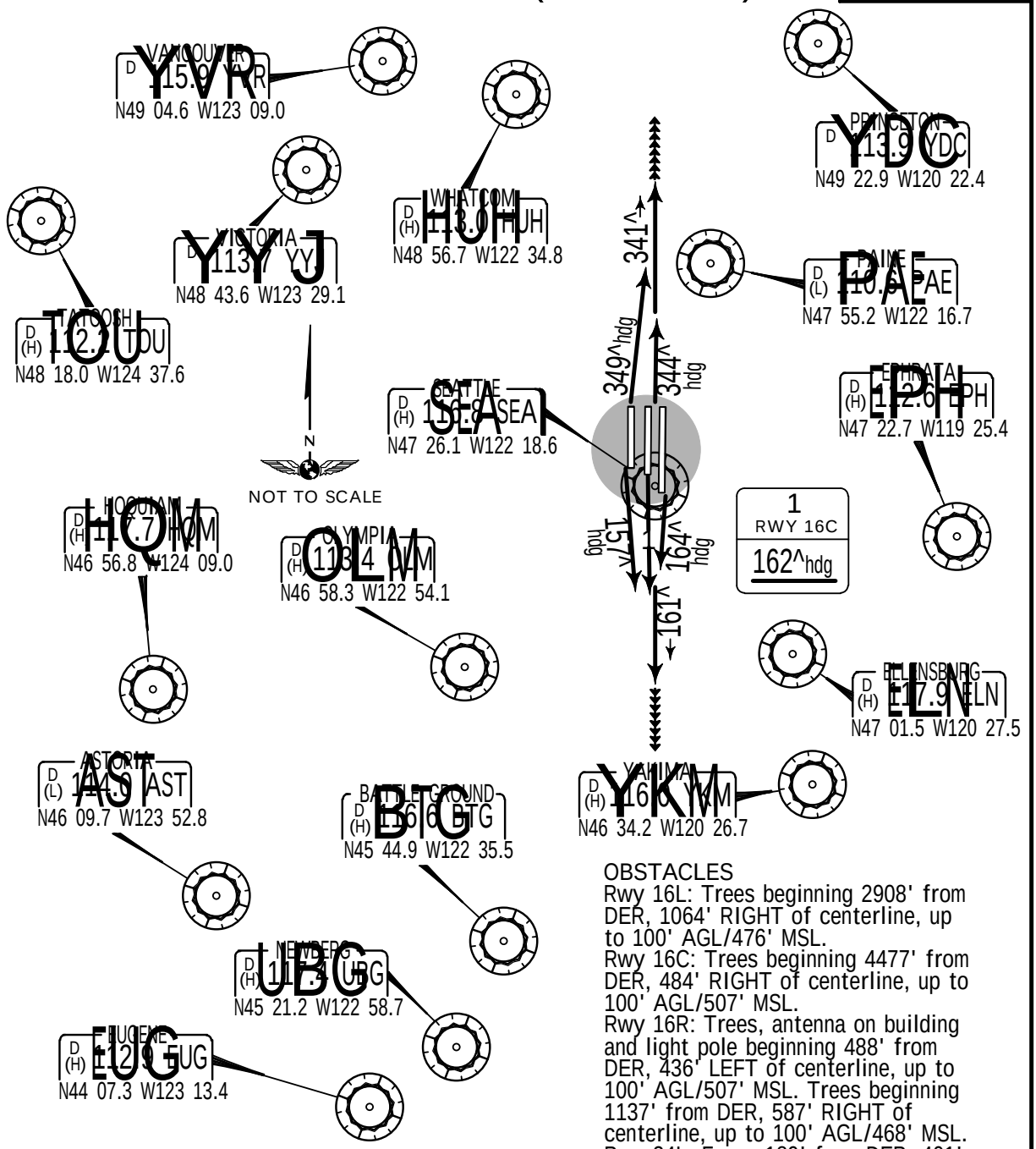
SEATTLE, WASH
.SID.

SEATTLE Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000'
WEST	EAST	433'	1. RADAR required.
120.4	119.2		2. Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwys 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.



MSA SEA VOR

SEATTLE FOUR DEPARTURE (SEATL4.SEATL)



OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 16L/C/R, 34L/C/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 164^ and SEA R-161.	MAINTAIN assigned altitude
16C	Climb heading 162^ and SEA R-161.	
16R	Climb heading 157^ and SEA R-161.	
34L	Climb heading 349^ and SEA R-341.	
34C/R	Climb heading 344^ and SEA R-341.	

ROUTING

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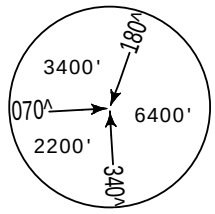
KSEA/SEA -TACOMA INTL

JEPPESEN 9 JAN 09 20-3G

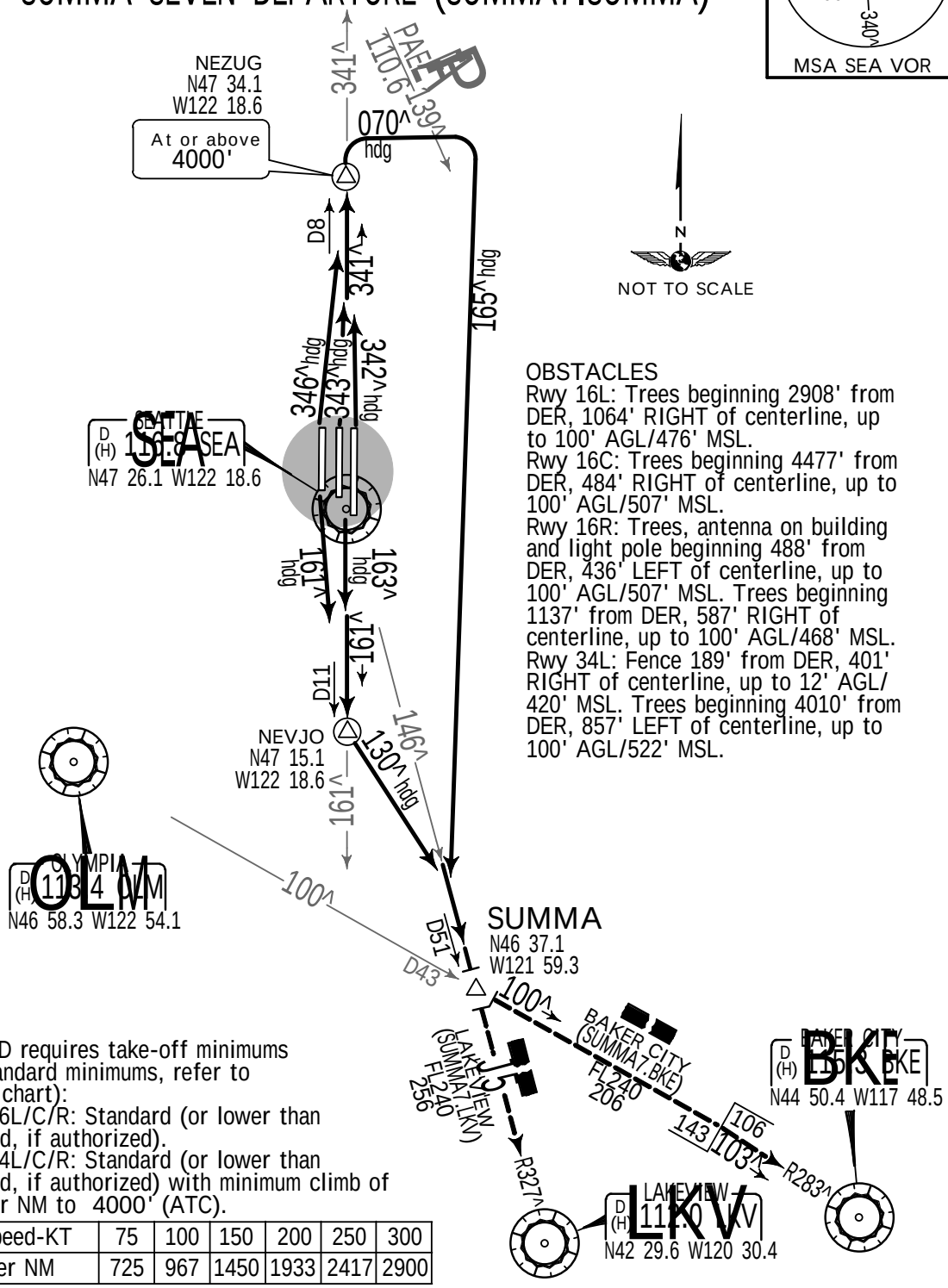
SEATTLE, WASH .SID.

SEATTLE Departure (R)			
Rwy 34 NORTH	Rwy 16 SOUTH	Apt Elev	Trans level: FL180 Trans alt: 18000'
119.2	120.4	433'	RADAR and DME required.



MSA SEA VOR

SUMMA SEVEN DEPARTURE (SUMMA7.SUMMA)



OBSTACLES
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.
Rwy 16C: Trees beginning 4477' from DER, 484' RIGHT of centerline, up to 100' AGL/507' MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' LEFT of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' RIGHT of centerline, up to 100' AGL/468' MSL.
Rwy 34L: Fence 189' from DER, 401' RIGHT of centerline, up to 12' AGL/ 420' MSL. Trees beginning 4010' from DER, 857' LEFT of centerline, up to 100' AGL/522' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Standard (or lower than standard, if authorized).
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 580' per NM to 4000' (ATC).

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

RWY	INITIAL CLIMB
16L/C	Climb heading 163^ and SEA R-161 to NEVJO, then LEFT turn heading 130^.
16R	Climb heading 161^ and SEA R-161 to NEVJO, then LEFT turn heading 130^.
34L	Climb heading 346^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^. Cross PAE R-139, then RIGHT turn heading 165^.
34C	Climb heading 343^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^. Cross PAE R-139, then RIGHT turn heading 165^.
34R	Climb heading 342^ and SEA R-341 to NEZUG, then RIGHT turn heading 070^. Cross PAE R-139, then RIGHT turn heading 165^.

ROUTING

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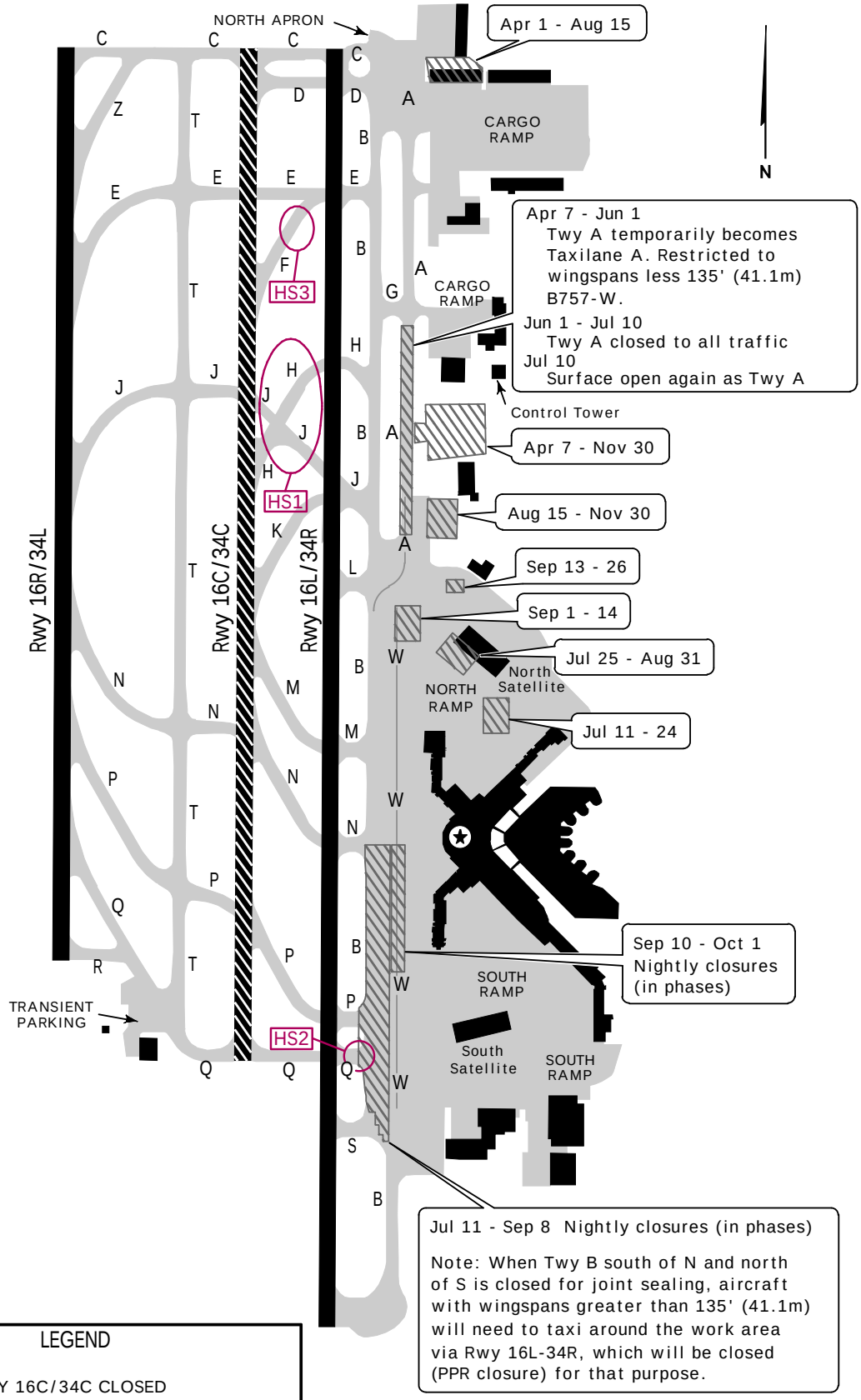
SEATTLE-TACOMA INTERNATIONAL AIRPORT 2014 CONSTRUCTION

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



LEGEND

RWY 16C/34C CLOSED
Sep 10 - Oct 15

CONSTRUCTION AREA

HS1 RUNWAY INCURSION HOT SPOTS
See 20-9A for description of Hot Spots

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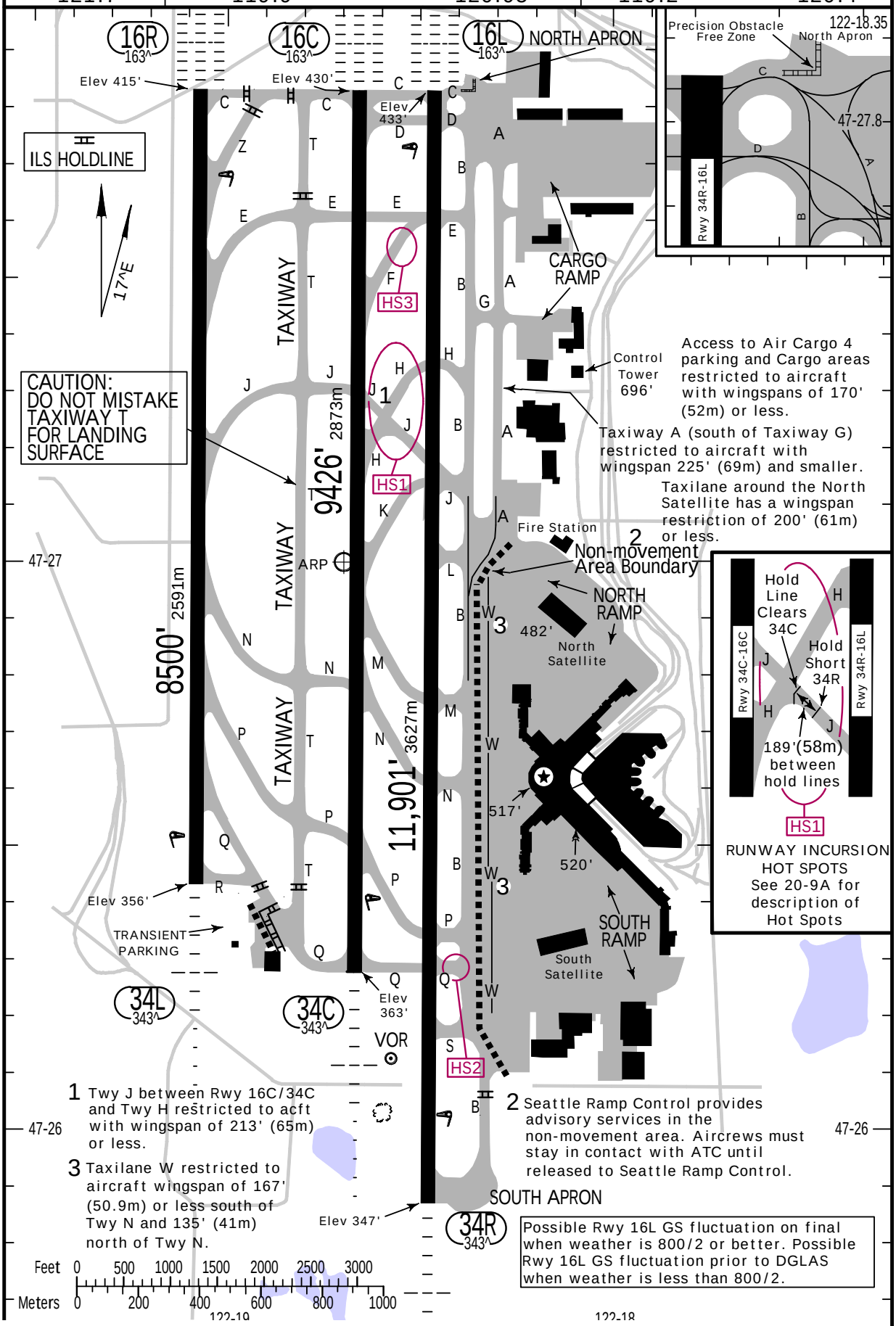
KSEA/SEA — SEATTLE, WASH -TACOMA INTL

Apt Elev 433
N47 27.0 W122 18.7

JEPPESEN
29 AUG 14 (20-9)

D-ATIS	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5		128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwy 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



1 Twy J between Rwy 16C/34C and Twy H restricted to acft with wingspan of 213' (65m) or less.

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

2 Seattle Ramp Control provides advisory services in the non-movement area. Aircrews must stay in contact with ATC until released to Seattle Ramp Control.

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.

CHANGES: Taxilane W note.

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ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west of and parallel to Runway16C.

TRANSITION TO VISUAL:

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

RECOMMENDATIONS:

Aircrews should use visual cues, e.g., approach lighting systems, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

GENERAL

ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys.
Noise: Between the hours of 2200-0700 LT, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons.
Birds in vicinity of airport.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	1 34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^)	RVR		10,812' 3295m		150' 46m
		HIRL CL MALSR TDZ PAPI-L (angle 2.75^)	RVR		10,766' 3281m		
16C	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 landing Runway 34C and exiting Taxiway H who turn right on Taxiway J must clear the Runway 34C hold bar completely, while using vigilance not to cross the hold bar for Runway 34R (34C - 34R hold bar separation distance 189' (58m).

HS2 Aircraft taxiing to Runway 34C at Taxiway Q for departure sometimes enter Runway 34R without authorization after reading back hold short instructions. Runway 34R hold position is only 275'(84m) from the ramp and movement area boundary.

HS3 Aircraft exiting Runway 34C at Taxiway F sometimes enter Runway 34R without authorization, taxi distance is very short and pilots should use caution to stop at hold line unless authorized to cross the Runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 16L/C/R

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

Rwys 34L/C/R

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

OBSTACLE DP

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

Rwys 34L/C/R, climb to 1000' via heading 343^, then climbing left turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310^ inbound) to MEA/MCA for route of flight.

FOR FILING AS ALTERNATE

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

A/B 600-2 800-2

AMEND 4

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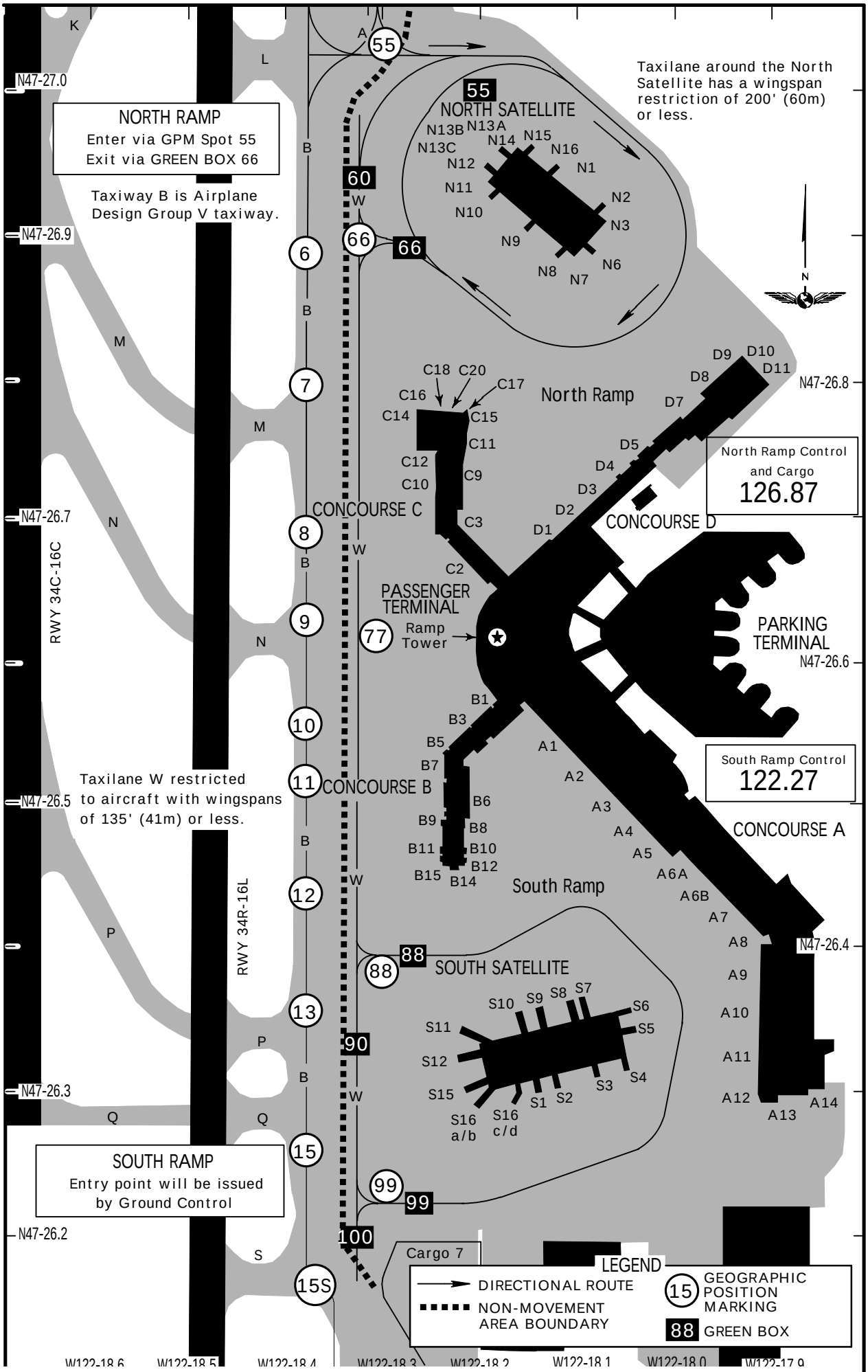
JEPPESEN

20 DEC 13 (20-9B)

SEATTLE, WASH
-TACOMA INTL



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CHANGES: Deleted note, gate numbers.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A4	N47 26.5 W122 18.1
A5, A6A, A6B	N47 26.5 W122 18.0
A7, A8	N47 26.4 W122 18.0
A9 thru A10	N47 26.4 W122 17.9
A11 thru A14	N47 26.3 W122 17.9
Concourse B	
B1, B3	N47 26.6 W122 18.2
B5, B6	N47 26.5 W122 18.2
B7	N47 26.5 W122 18.3
B8	N47 26.5 W122 18.2
B9	N47 26.5 W122 18.3
B10	N47 26.5 W122 18.2
B11	N47 26.5 W122 18.3
B12	N47 26.5 W122 18.2
B14	N47 26.4 W122 18.2
B15	N47 26.5 W122 18.3
Concourse C	
C2, C3, C9	N47 26.7 W122 18.2
C10	N47 26.7 W122 18.3
C11	N47 26.8 W122 18.2
C12	N47 26.7 W122 18.3
C14	N47 26.8 W122 18.3
C15	N47 26.8 W122 18.2
C16	N47 26.8 W122 18.3
C17, C18, C20	N47 26.8 W122 18.2
Concourse D	
D1 thru D4	N47 26.7 W122 18.1
D5 thru D8	N47 26.8 W122 18.0
D9 thru D11	N47 26.8 W122 17.9
North Satellite	
N1 thru N3, N6	N47 26.9 W122 18.1
N7, N8	N47 26.8 W122 18.1
N9 thru N16	N47 26.9 W122 18.2
South Satellite	
S1 thru S3	N47 26.3 W122 18.1
S4, S5	N47 26.3 W122 18.0
S6 thru S9	N47 26.4 W122 18.1
S10	N47 26.4 W122 18.2
S11, S12, S15	N47 26.3 W122 18.2
S16a/b, S16c/d	N47 26.3 W122 18.2
Cargo Area	
Cargo 7	N47 26.2 W122 18.3

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KSEA/SEA

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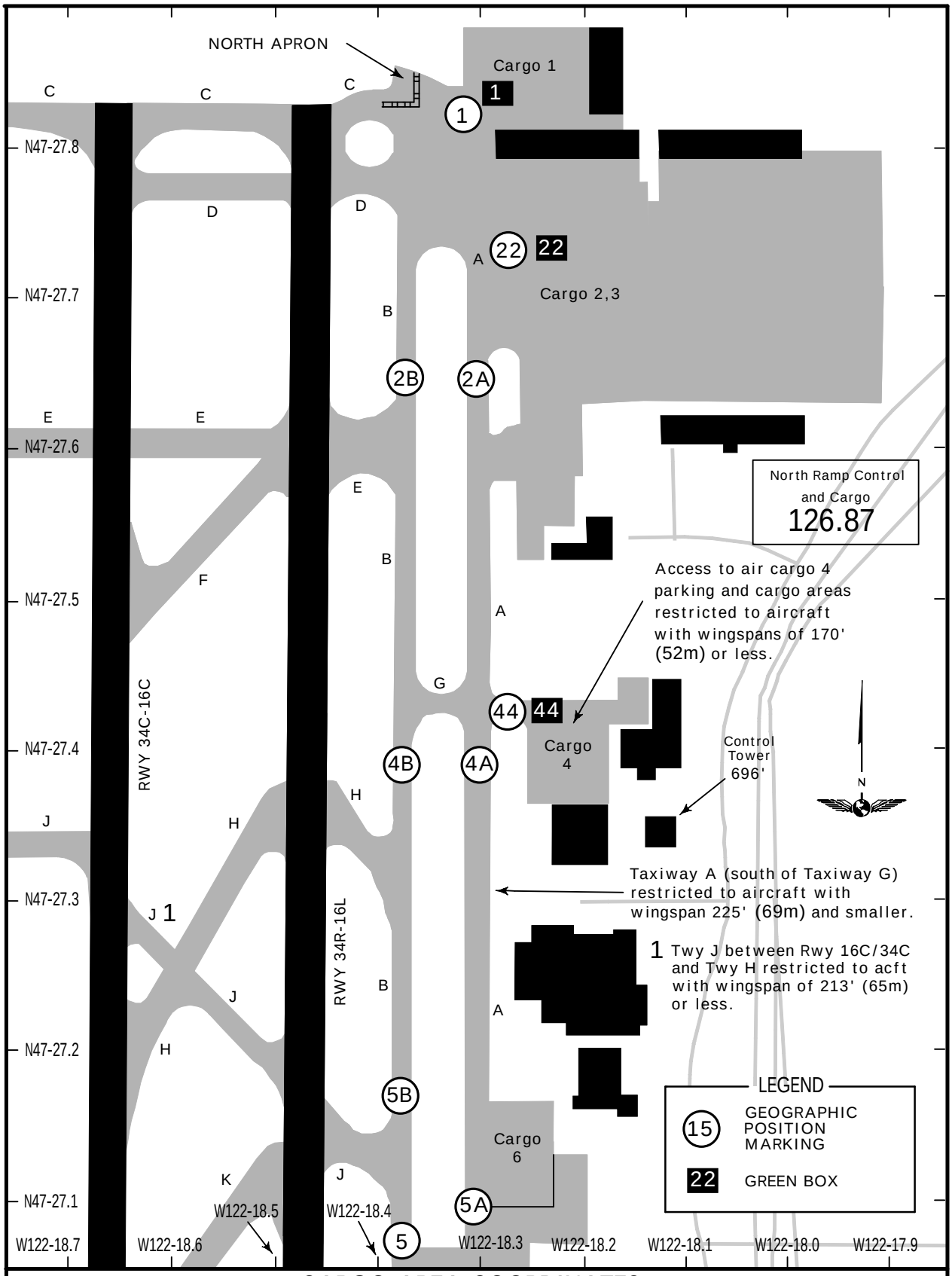
8 NOV 13 20-9D

SEATTLE, WASH
-TACOMA INTL



CARGO AREA COORDINATES

CARGO AREA	COORDINATES
Cargo 1	N47 27.8 W122 18.3
Cargo 2, 3	N47 27.7 W122 18.2
Cargo 4	N47 27.4 W122 18.2
Cargo 6	N47 27.1 W122 18.3

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JEPPESEN

28 FEB 14 (20-9E)

.SMGCS.

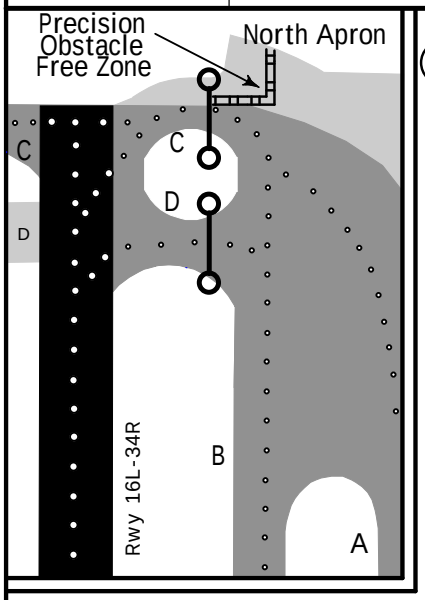
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

.LESS.THAN.RVR.1200.TO.600.

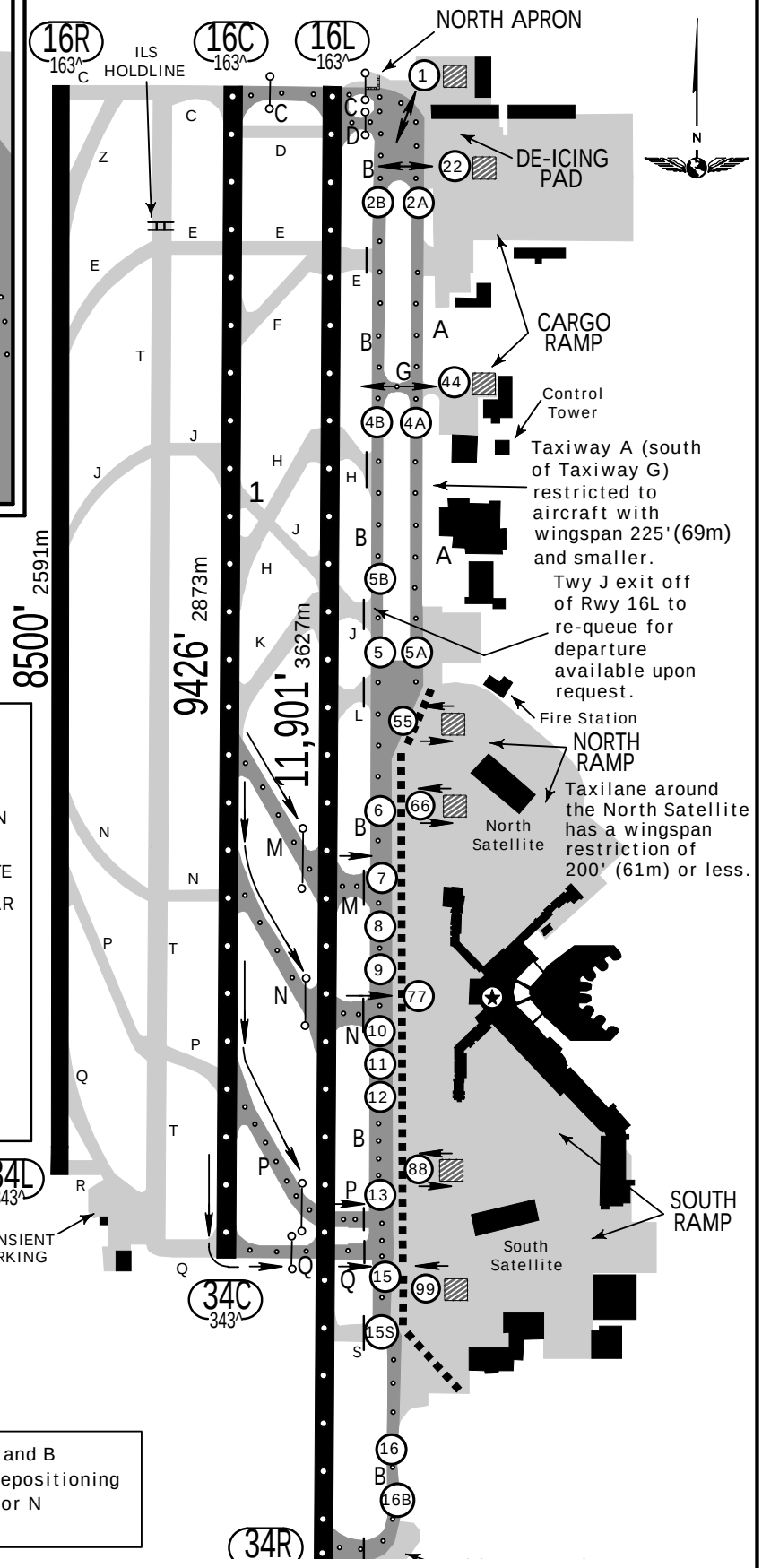
For less than RVR 600, see 20-9F

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	South
118.0 VOT 117.5	D-ATIS PDC	128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



1 Twy J between Rwy 16C/34C and Twy H restricted to acft with wingspan of 213' (65m) or less.



LEGEND

- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- CONTROLLED STOP BAR
- NON-CONTROLLABLE STOP BAR
- NON-MOVEMENT AREA BOUNDARY
- GEOGRAPHIC POSITION MARKINGS
- GREEN BOX

Taxiing on Taxiways A and B is north-bound unless repositioning or exiting Taxiways M or N north of gate location.

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CHANGES: De-icing pad, Fire station.

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KSEA/SEA

JEPPESEN

-TACOMA INTL

28 FEB 14 (20-9F)

.SMGCS.

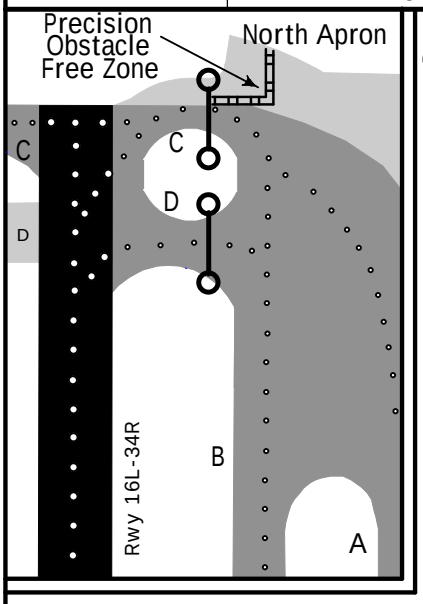
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

.LESS.THAN.RVR.600.

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

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0	D-ATIS	128.0	126.87	122.27
VOT 117.5	PDC			

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



1 Twy J between Rwy 16C/34C and Twy H restricted to acft with wingspan of 213' (65m) or less.

LEGEND

- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- CONTROLLED STOP BAR
- NON-CONTROLLABLE STOP BAR
- NON-MOVEMENT AREA BOUNDARY
- (15) GEOGRAPHIC POSITION MARKINGS
- GREEN BOX

16R 163^ | 16C 163^ | 16L 163^ | 34L 343^ | 34C 343^ | 34R

ILS HOLDLINE

8500' 2591m | 9426' 2873m | 11,901' 3627m

NORTH APRON

DE-ICING PAD

CARGO RAMP

Control Tower

Taxiway A (south of Taxiway G) restricted to aircraft with wingspan 225' (69m) and smaller.

Twy J exit off of Rwy 16L to re-queue for departure available upon request.

Fire Station

NORTH RAMP

North Satellite

Taxilane around the North Satellite has a wingspan restriction of 200' (61m) or less.

SOUTH RAMP

South Satellite

TRANSIENT PARKING

CHANGES: De-icing pad, Fire station.

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KSEA/SEA -TACOMA INTL

JEPPESEN

28 FEB 14 (20-9G)

.SMGCS.

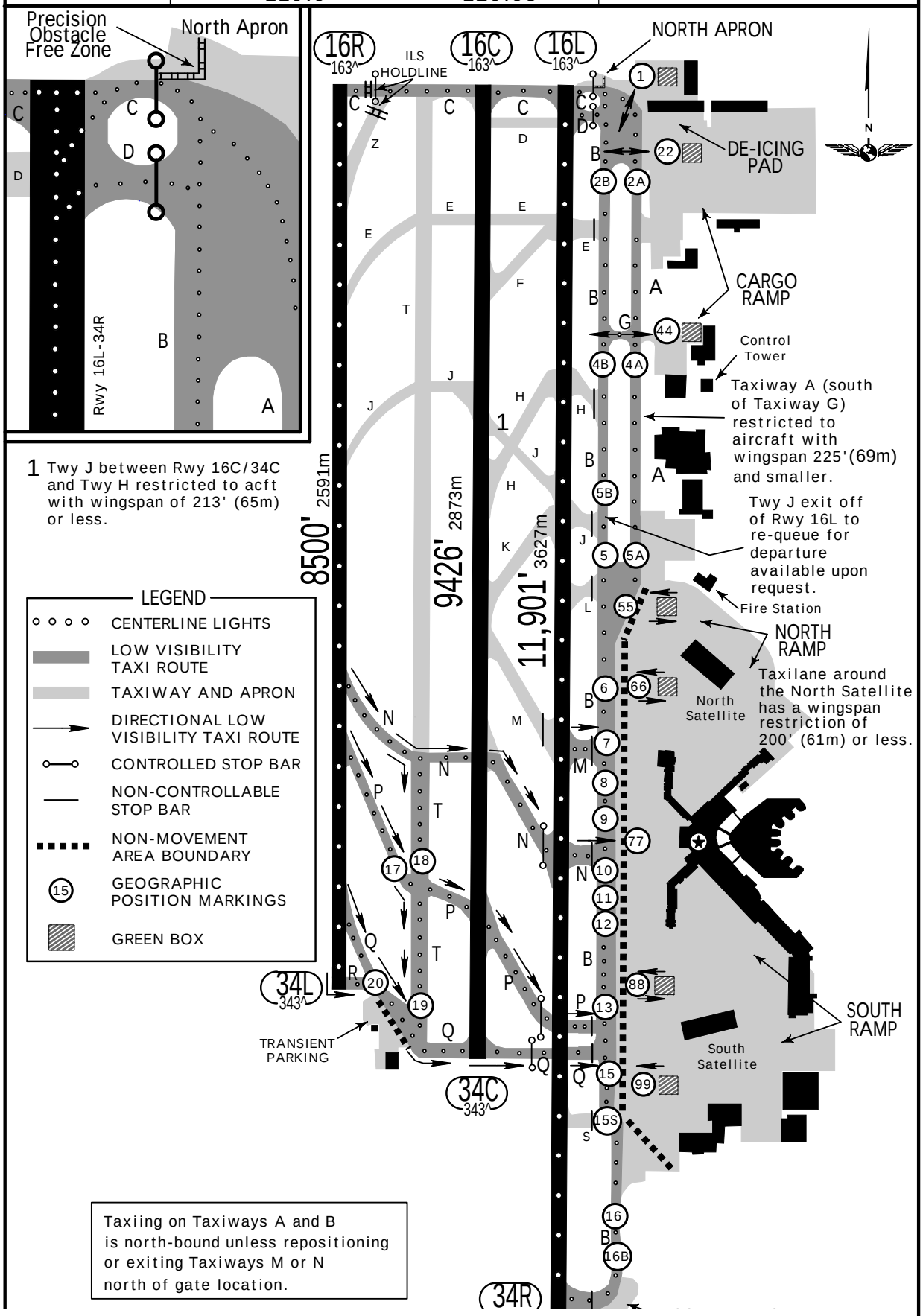
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW

.LESS.THAN.RVR.1200.TO.600.

For less than RVR 600, see 20-9H

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5	D-ATIS PDC	128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



CHANGES: De-icing pad, Fire station.

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KSEA/SEA
-TACOMA INTL

JEPPESEN

28 FEB 14

20-9H

.SMGCS.

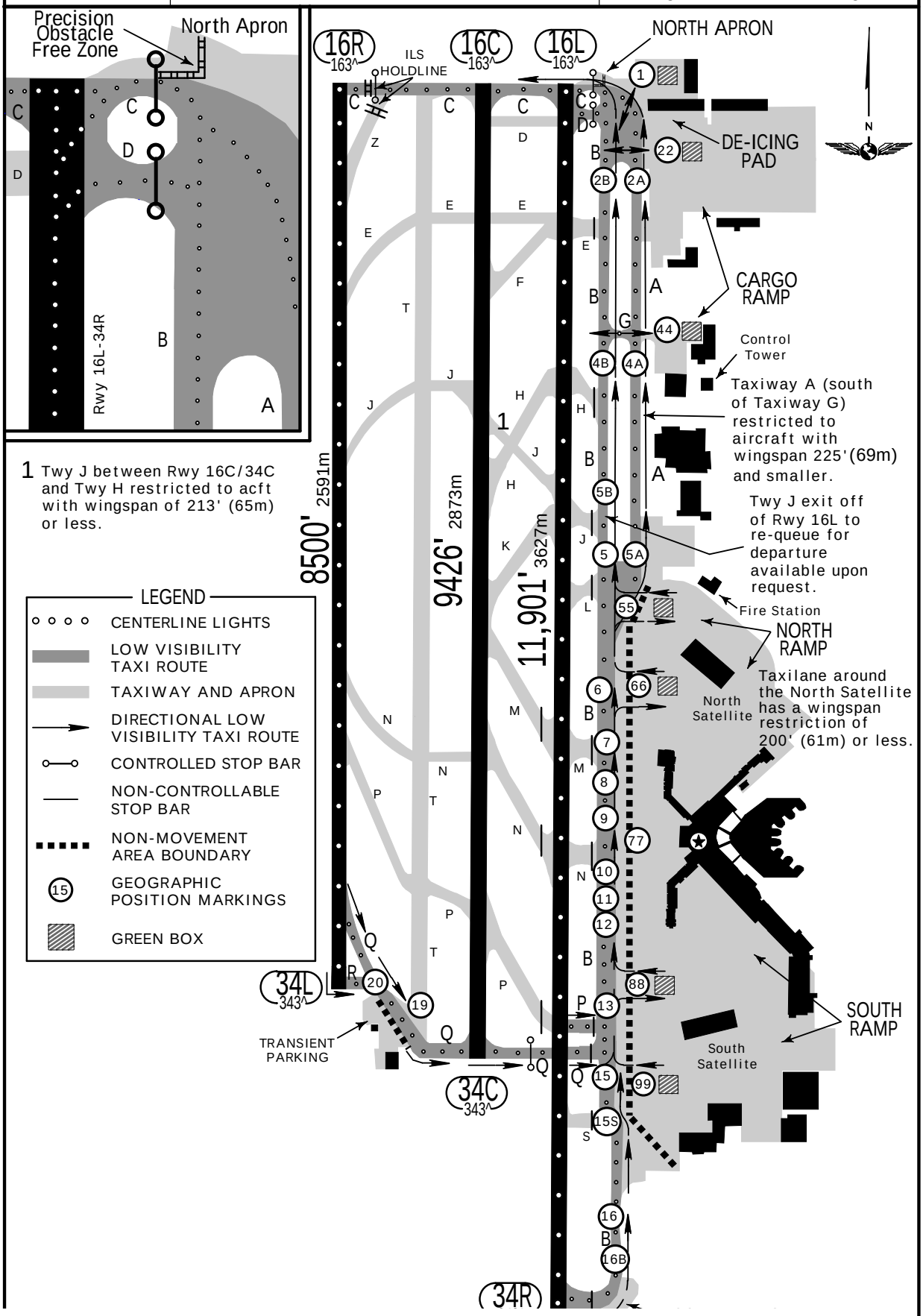
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW

.LESS.THAN.RVR.600.

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

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0	D-ATIS	128.0	126.87	122.27
VOT 117.5	PDC			

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



CHANGES: De-icing pad, Fire station.

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (21-1)

SEATTLE, WASH ILS or LOC Rwy 16L

BRIEFING STRIP ™

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

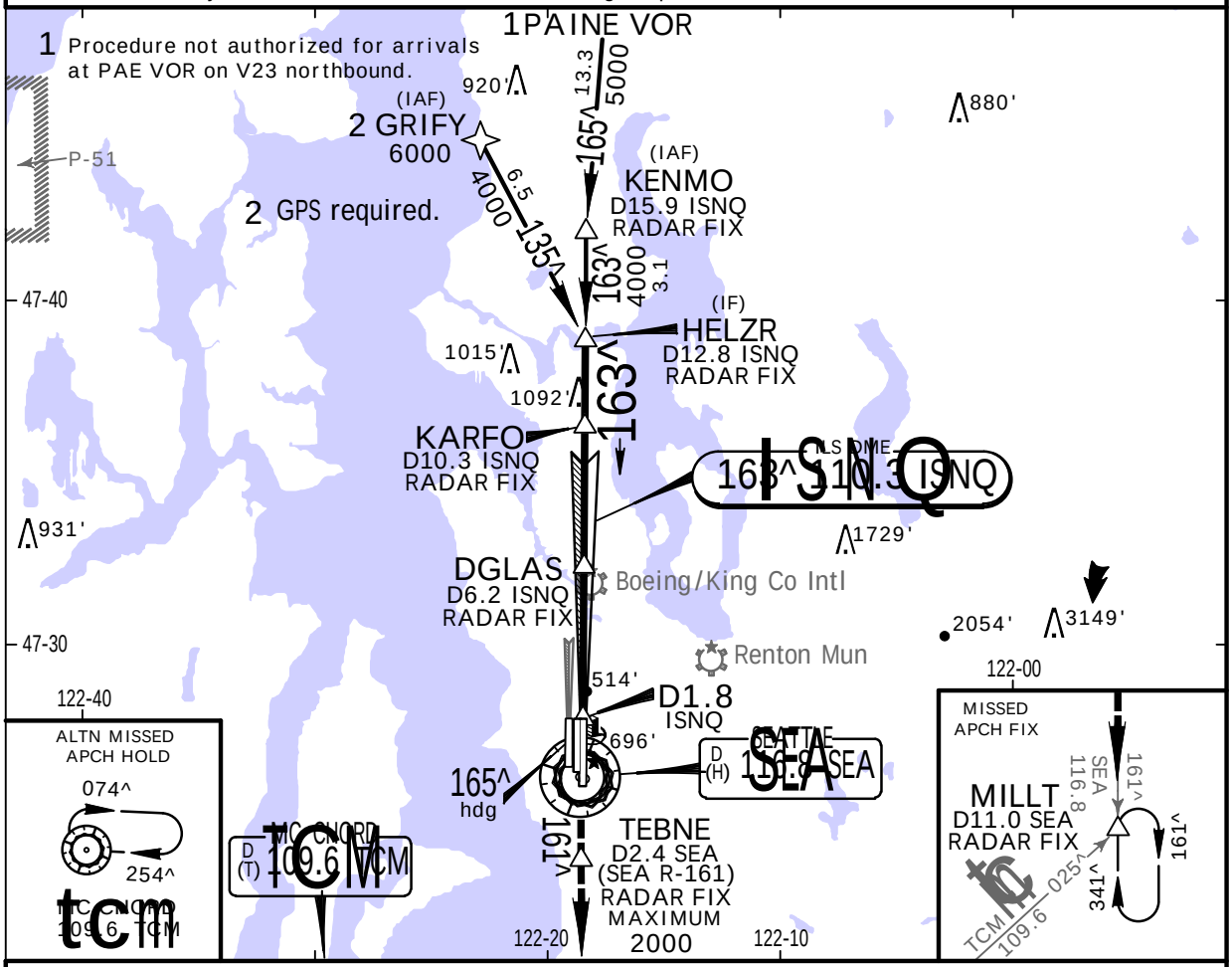
LOC ISNQ	Final Apch Crs	GS DGLAS	ILS DA(H)	Apt Elev 433'
110.3	163^	1900' (1467')	Refer to Minimums	TDZE 433'

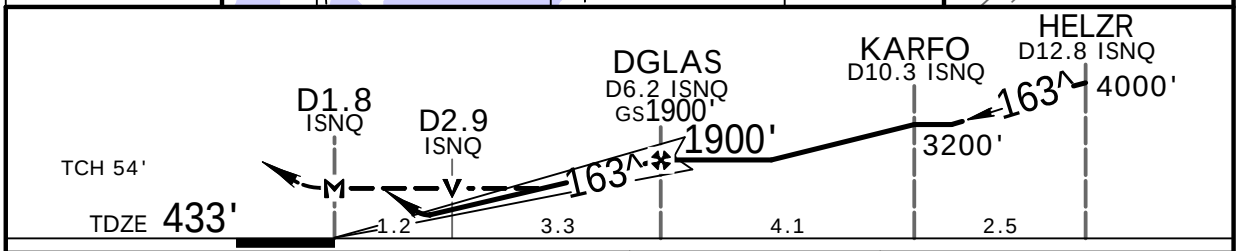
MISSED APCH: Climb to 900' on heading 165^ then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (180^), 070^ 6400', 2200' (340^)

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

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
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

ALSF-II PAPI 900' on 165^ hdg

TERPS. STRAIGHT-IN LANDING RWY 16L

ILS DA(H) A: 696' (263') B,C,D: 633' (200')

LOC (GS out) MDA(H) 880' (447')

	ILS FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	LOC 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 3/8		RVR 40 or 3/4		
C				RVR 45 or 7/8	1 3/8
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567') -1
120	
140	1000' (567') -1 1/2
165	1000' (567') -2

CHANGES: Threshold to TDZE.

PS AMEND 5B 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-1A)

CAT B, C & D

SEATTLE, WASH ILS Rwy 16L CAT II & III

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

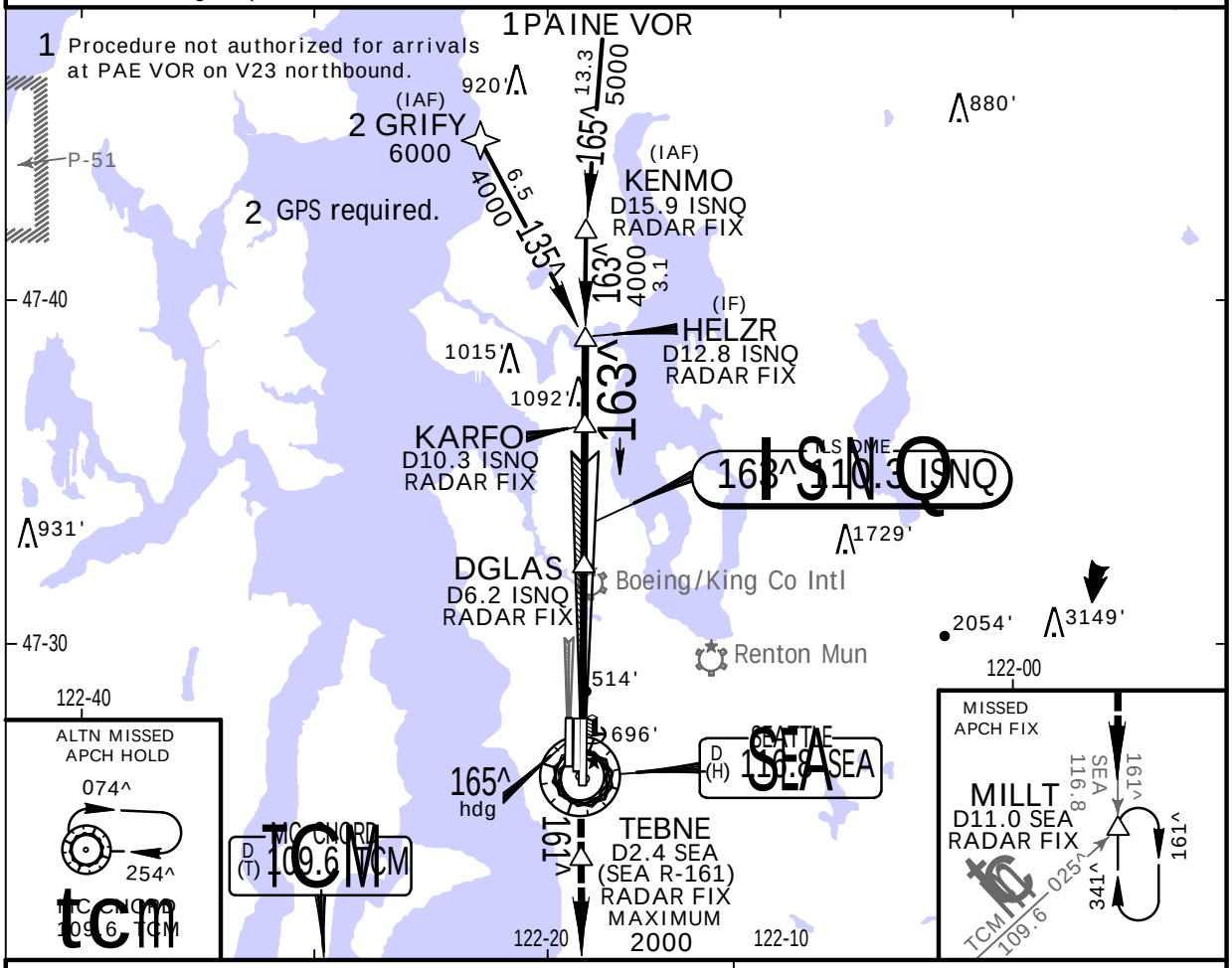
LOC ISNQ	Final Apch Crs	GS DGLAS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	TDZE
110.3	163^	1900' (1467')	NA	Refer to Minimums		RA 176' DA(H) 533'(100')	433'	433'

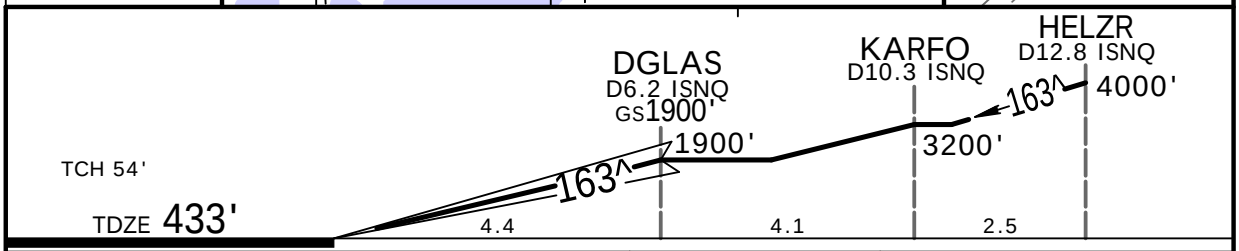
MISSED APCH: Climb to 900' on heading 165^ then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (070^–180^), 6400' (180^–340^), 2200' (340^–070^)

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 ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II, PAPI — 900' on 165^ hdg

STRAIGHT-IN LANDING RWY 16L

TERPS.	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 176' DA(H) 533'(100')
A	NA	NA	NA	NA
B				
C		RVR 3	RVR 7	1 RVR 12
D				

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

CHANGES: Threshold to TDZE.

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BRIEFING STRIP ™

AMEND 5B 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-1B)

CAT B, C & D

SEATTLE, WASH ILS Rwy 16L SA CAT I

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

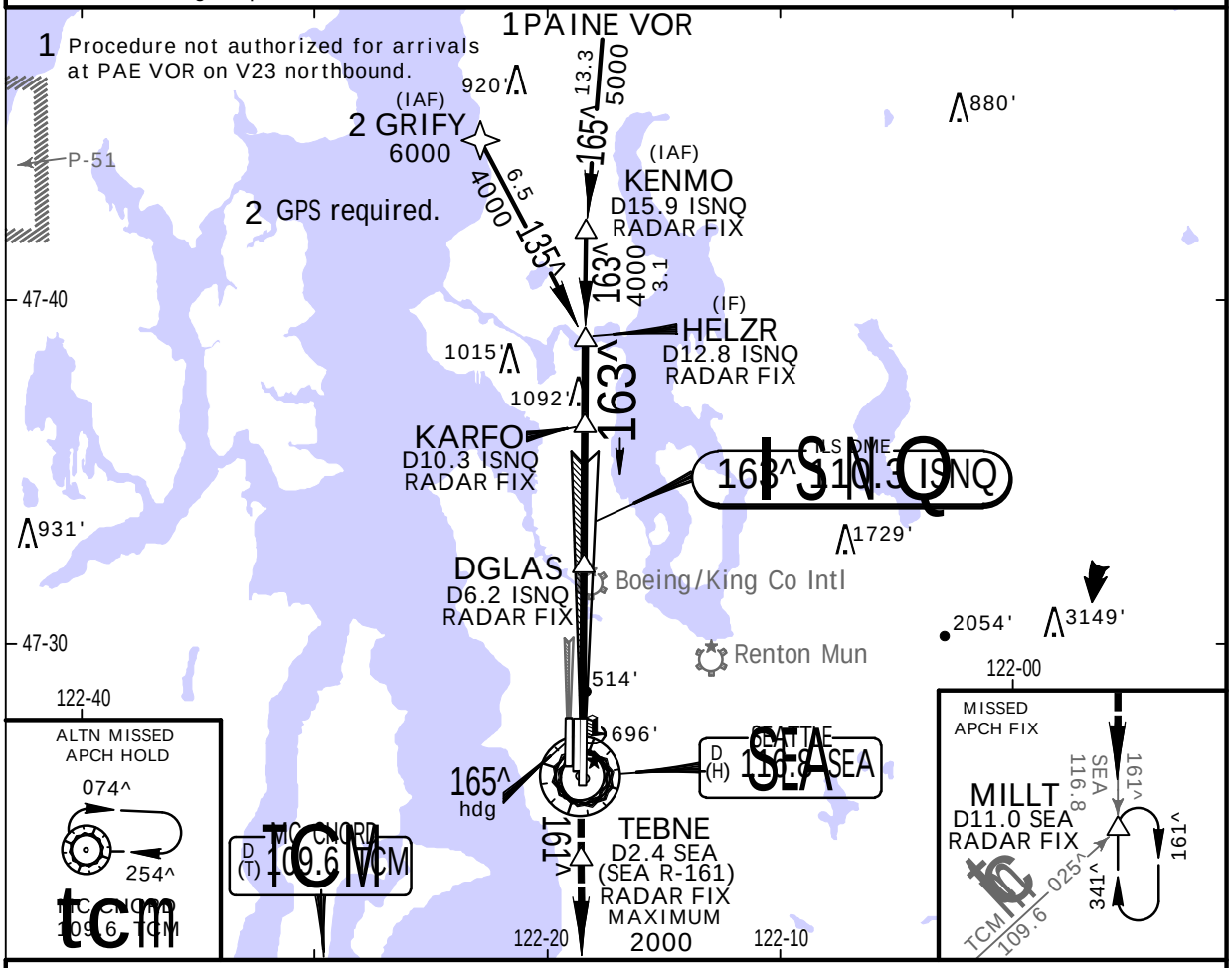
LOC ISNQ	Final Apch Crs	GS DGLAS	SA CAT I ILS	Apt Elev 433'
110.3	163^	1900' (1467')	RA 248' DA(H)583'(150')	TDZE 433'

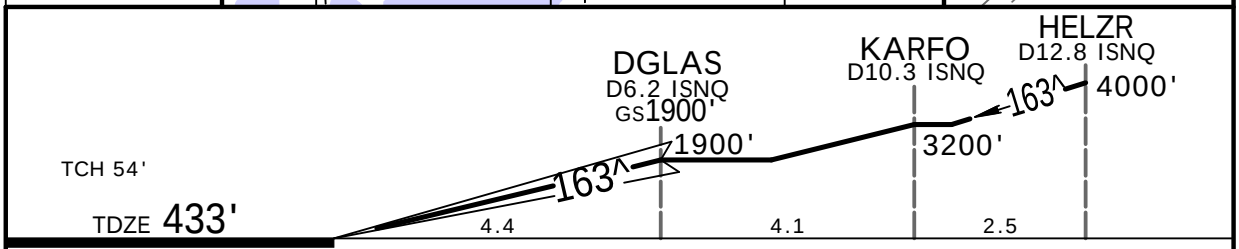
MISSED APCH: Climb to 900' on heading 165^ then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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 ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II PAPI 900' on 165^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 16L

1 SA CAT I ILS
RA 248'
DA(H) 583' (150')

A	NA
B	
C	RVR 14
D	

CHANGES: Threshold to TDZE.

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JEPPESEN 6 JUN 14 (21-2)

SEATTLE, WASH ILS or LOC Rwy 16C

BRIEFING STRIP ™

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

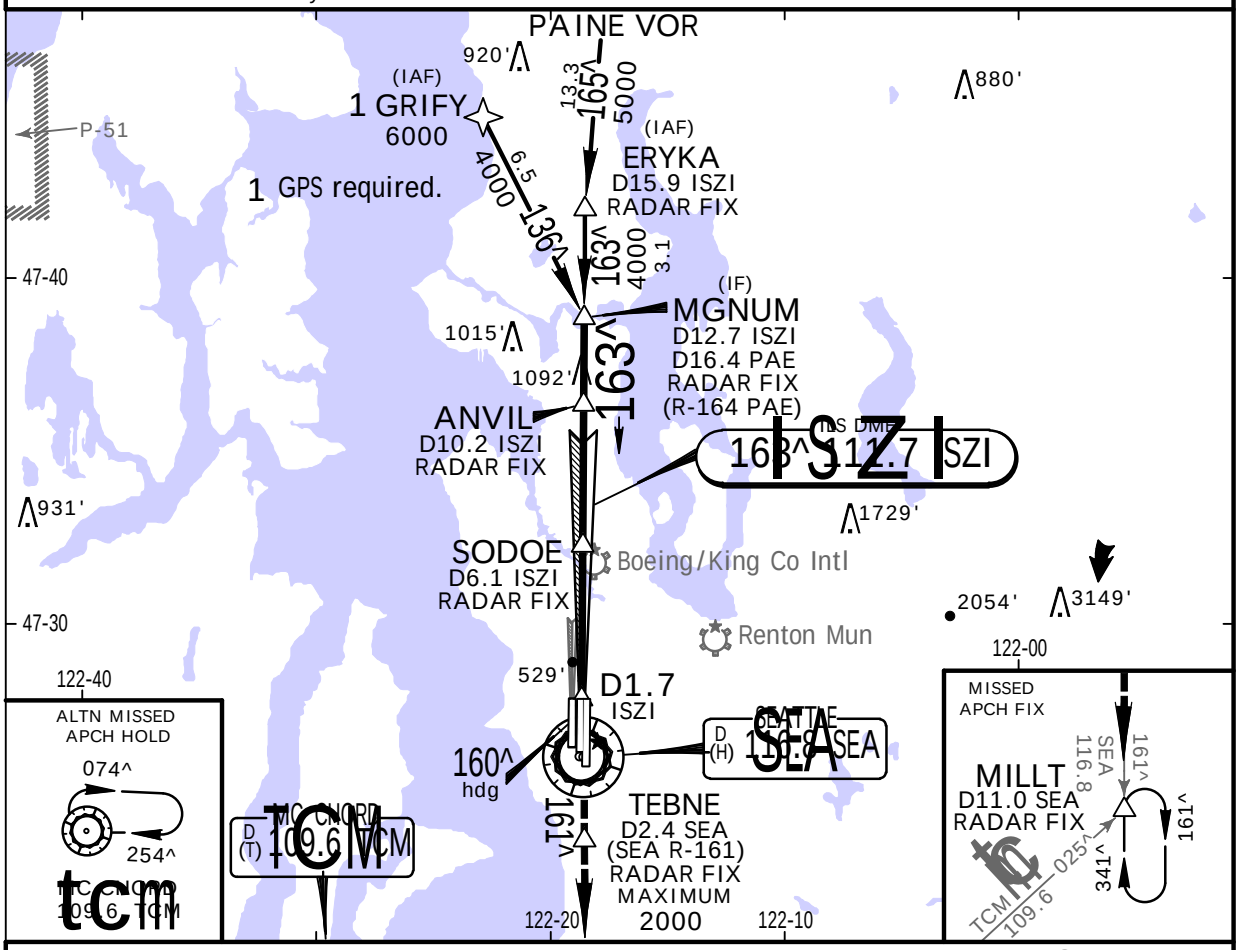
LOC ISZI	Final Apch Crs	GS SODOE	ILS DA(H)	Apt Elev 433'
111.7	163^	1900' (1470')	630' (200')	TDZE 430'

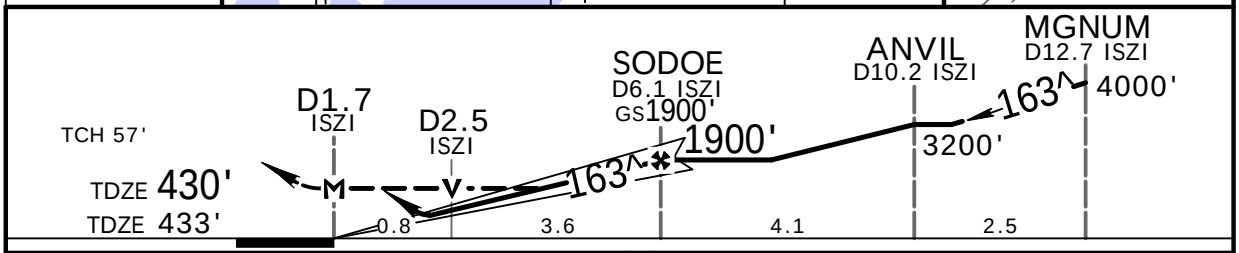
MISSED APCH: Climb on heading 160^ and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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

1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 3. VGSI and ILS glidepath not coincident. 4. ALSF-II & PAPI-L on Rwy 16L.





Gnd speed-Kts	70	90	100	120	140	160
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

ALSF-II PAPI — 2000' or below on 160^ hdg and SEA 116.8 R-161 — TEBNE

TERPS. STRAIGHT-IN LANDING RWY 16C

	ILS DA(H) 630' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 760' (330')	LOC ALS out	SIDESTEP LANDING RWY 16L MDA(H) 780' (347') ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1	90	1000' (567') -1
B							120	
C				RVR 26 or 1/2	RVR 50 or 1	1 1/2	140	1000' (567') -1 1/2
D						2	165	1000' (567') -2

CHANGES: Threshold to TDZE.

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JEPPESEN 6 JUN 14 (21-2A)

SEATTLE, WASH ILS Rwy 16C CAT II & III

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

BRIEFING STRIP ™

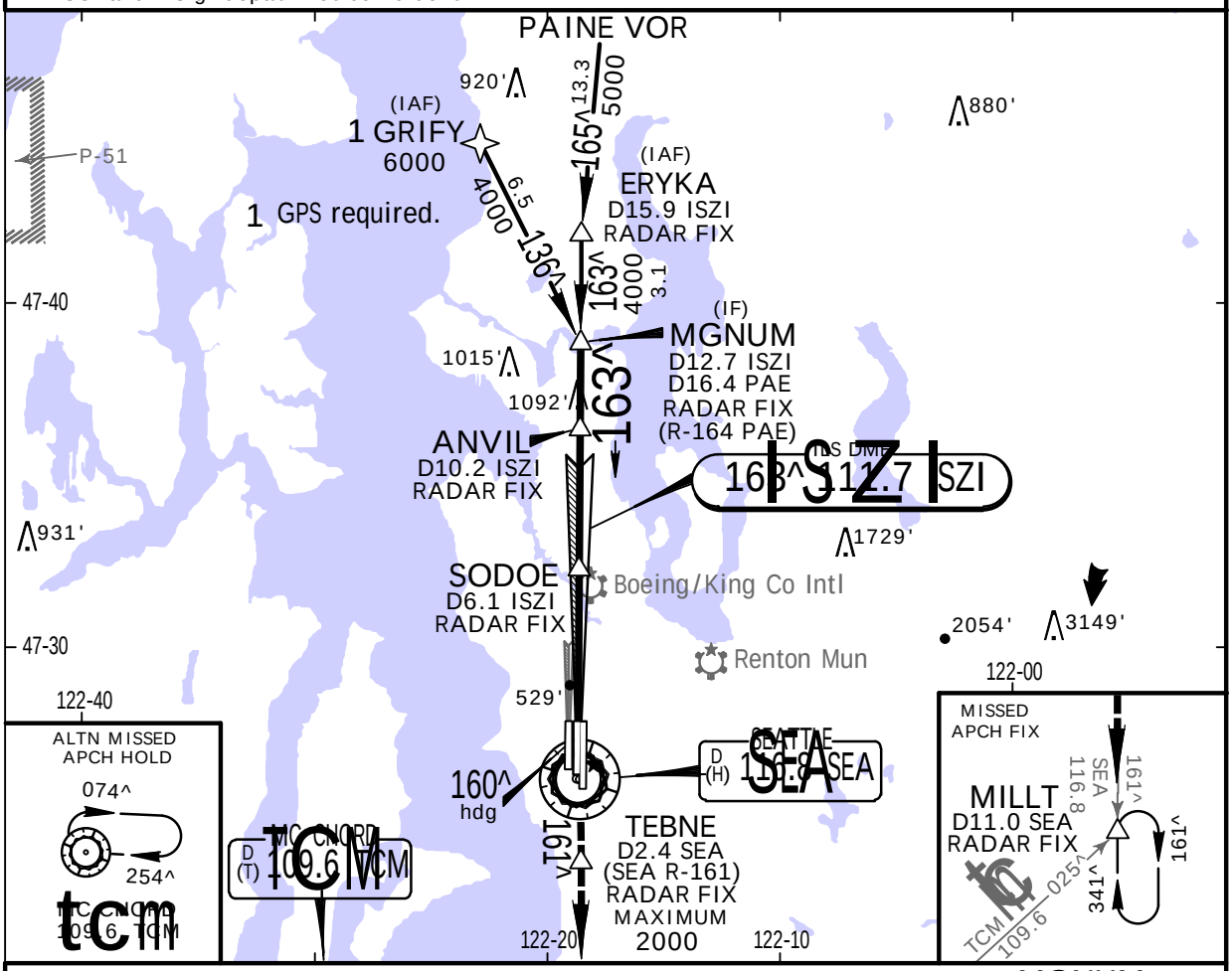
LOC ISZI	Final Apch Crs	GS SODOE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	TDZE
111.7	163^	1900' (1470')	NA	Refer to Minimums		RA 126' DA(H) 530'(100')	433'	430'

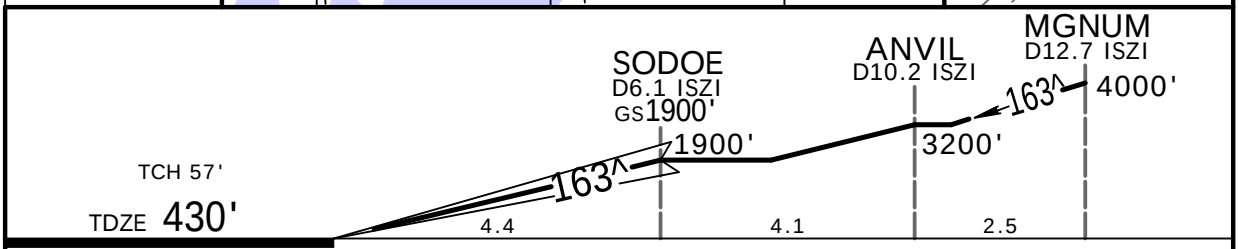
MISSED APCH: Climb on heading 160^ and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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 ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II PAPI 2000' or below on 160^ hdg and SEA 116.8 R-161 TEBNE

TERPS. STRAIGHT-IN LANDING RWY 16C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 126' DA(H) 530' (100')
NA	RVR 3	RVR 7	1 RVR 12

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

CHANGES: Threshold to TDZE.

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6 JUN 14 (21-2B)

SEATTLE, WASH
ILS Rwy 16C SA CAT I

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

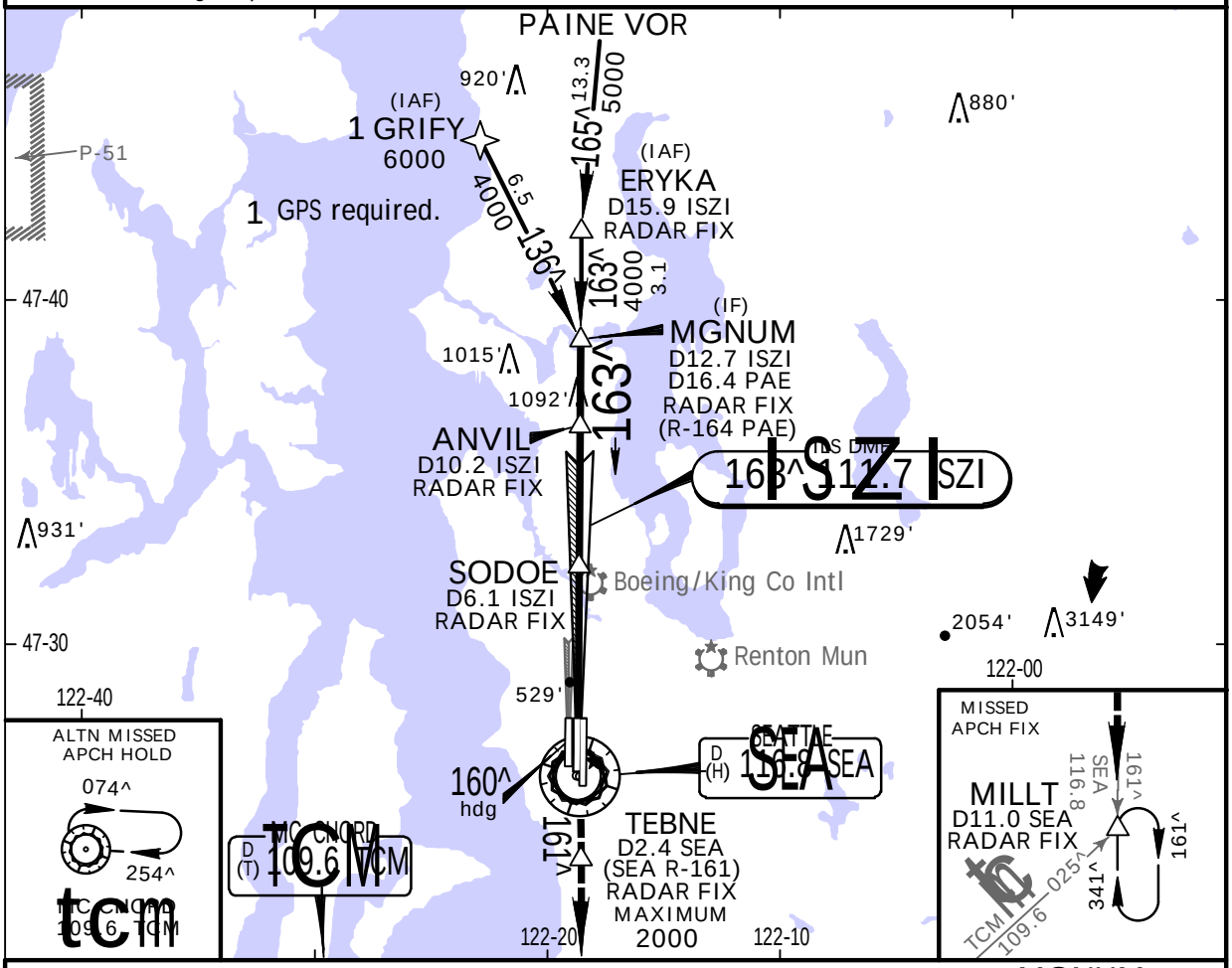
LOC ISZI	Final Apch Crs	GS SODOE	SA CAT I ILS	Apt Elev 433'
111.7	163^	1900' (1470')	RA 292' DA(H)580'(150')	TZDE 430'

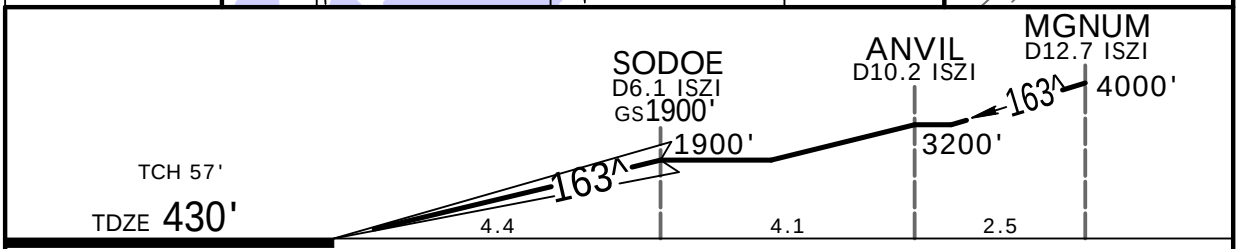
MISSED APCH: Climb on heading 160^ and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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 ILS or LOC Rwy 16R, ILS Rwy 16R SA CAT I, ILS Rwy 16R CAT II & III. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II PAPI | 2000' or below on 160^ hdg and SEA 116.8 R-161 | TEBNE

.TERPS. STRAIGHT-IN LANDING RWY 16C

1 SA CAT I ILS
RA 292'
DA(H) 580' (150')

RVR 14

CHANGES: Threshold to TDZE. | JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

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JEPPESEN 6 JUN 14 (21-3)

SEATTLE, WASH ILS or LOC Rwy 16R

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

BRIEFING STRIP ™

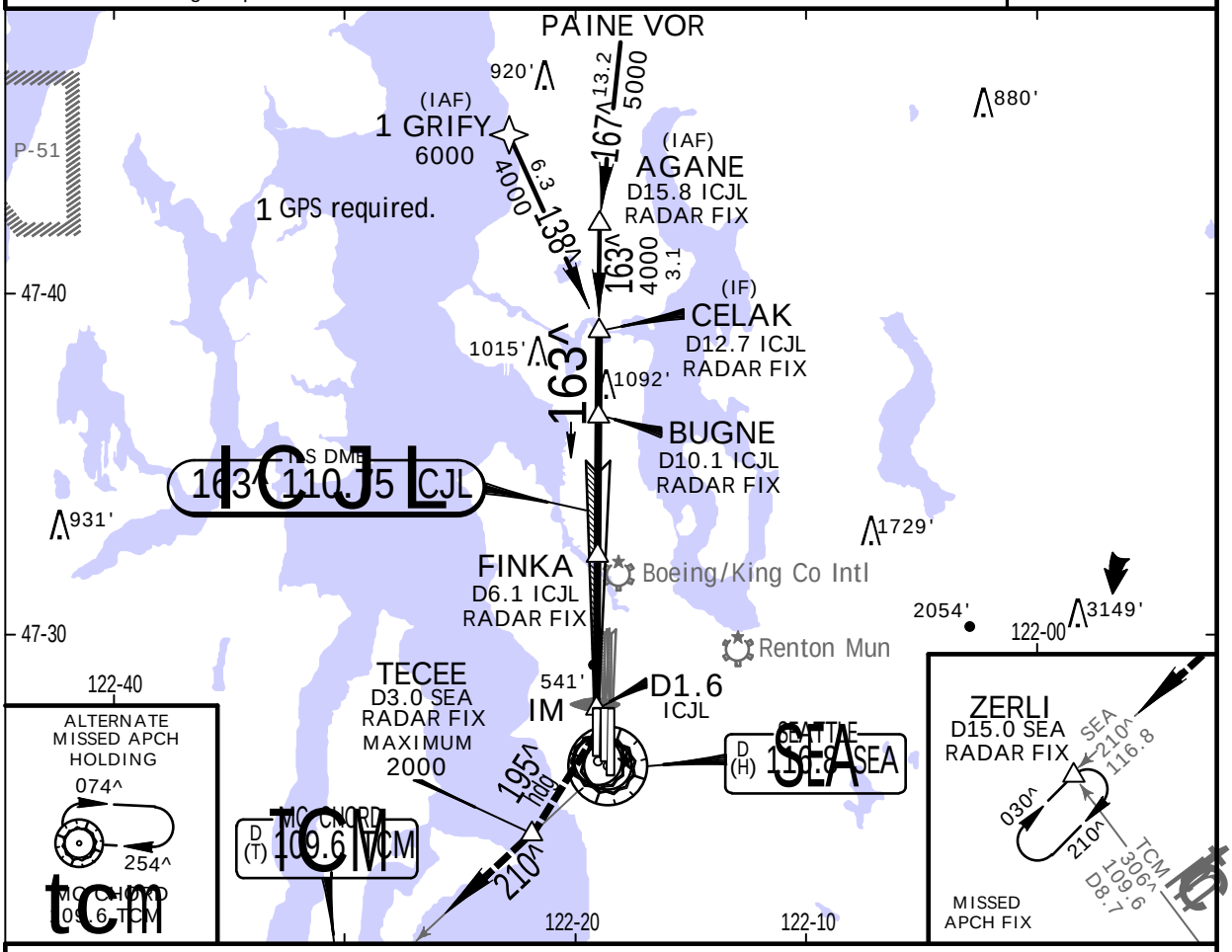
LOC ICJL	Final Apch Crs	GS FINKA	ILS DA(H)	Apt Elev 433'
110.75	163^	1900' (1485')	615' (200')	TDZE 415'

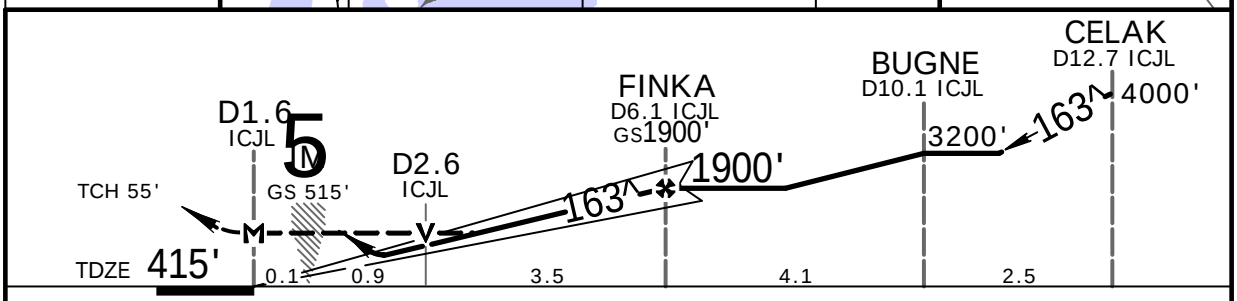
MISSED APCH: Climb to 900' then climb on heading 195^ and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16L/C.
3. VGSI and ILS glidepath not coincident.

MSA SEA VOR: 3400' (180^), 070^ 6400', 2200' (340^)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.6 ICJL or FINKA to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI 900' then 195^ hdg

.TERPS. STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 615' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 800' (385')	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	RVR 60 or 1 1/8
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567') -1
120	
140	1000' (567') -1 1/2
165	1000' (567') -2

CHANGES: Threshold to TDZE. | JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

29 MAY 2014 AMEND 2B

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JEPPESEN 6 JUN 14 (21-3A)

SEATTLE, WASH ILS Rwy 16R CAT II & III

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

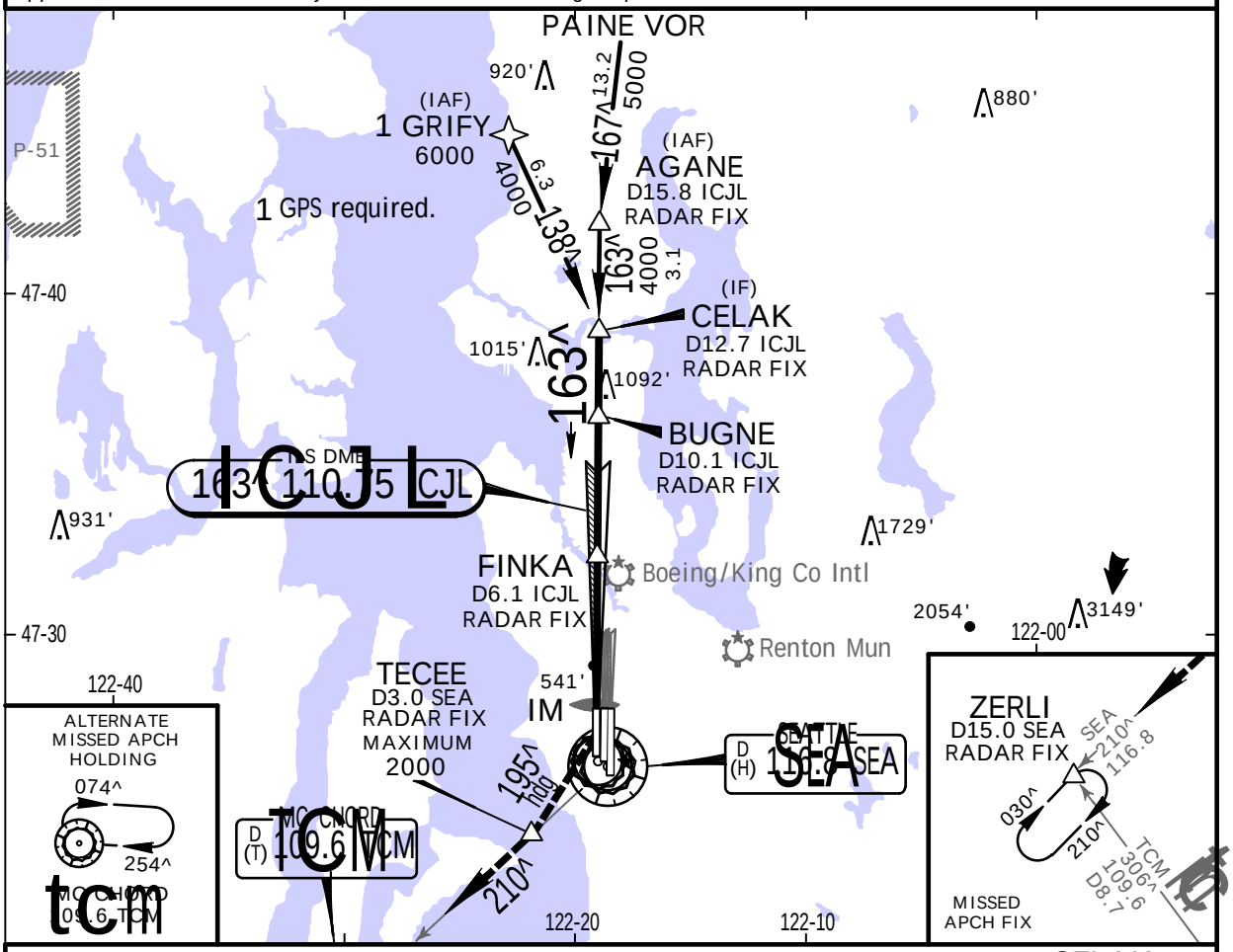
LOC ICJL	Final Apch Crs	GS FINKA	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 433'
110.75	163^	1900' (1485')	NA	Refer to Minimums		RA 139' DA(H) 515'(100')	TDZE 415'

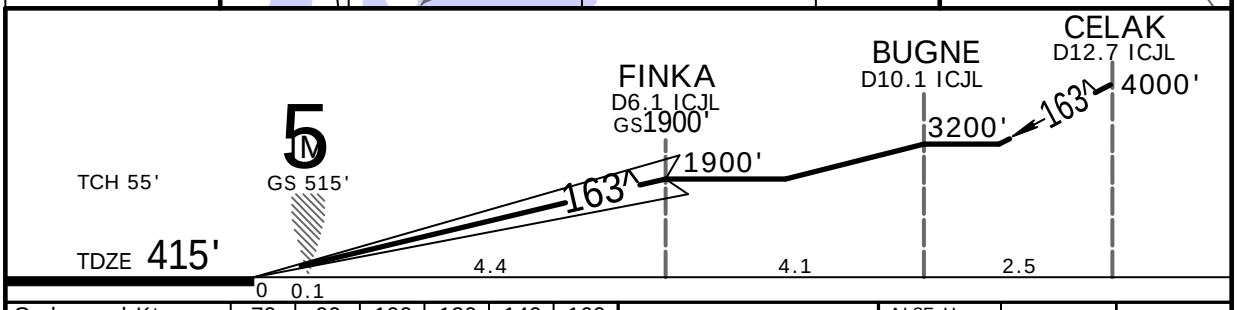
MISSED APCH: Climb to 900' then climb on heading 195^ and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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/C. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II PAPI | 900' then 195^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 16R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 139' DA(H) 515' (100')
NA	RVR 3	RVR 7	1 RVR 12

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

CHANGES: Threshold to TDZE.

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JEPPESEN 6 JUN 14 (21-3B)

SEATTLE, WASH ILS Rwy 16R SA CAT I

BRIEFING STRIP ™

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

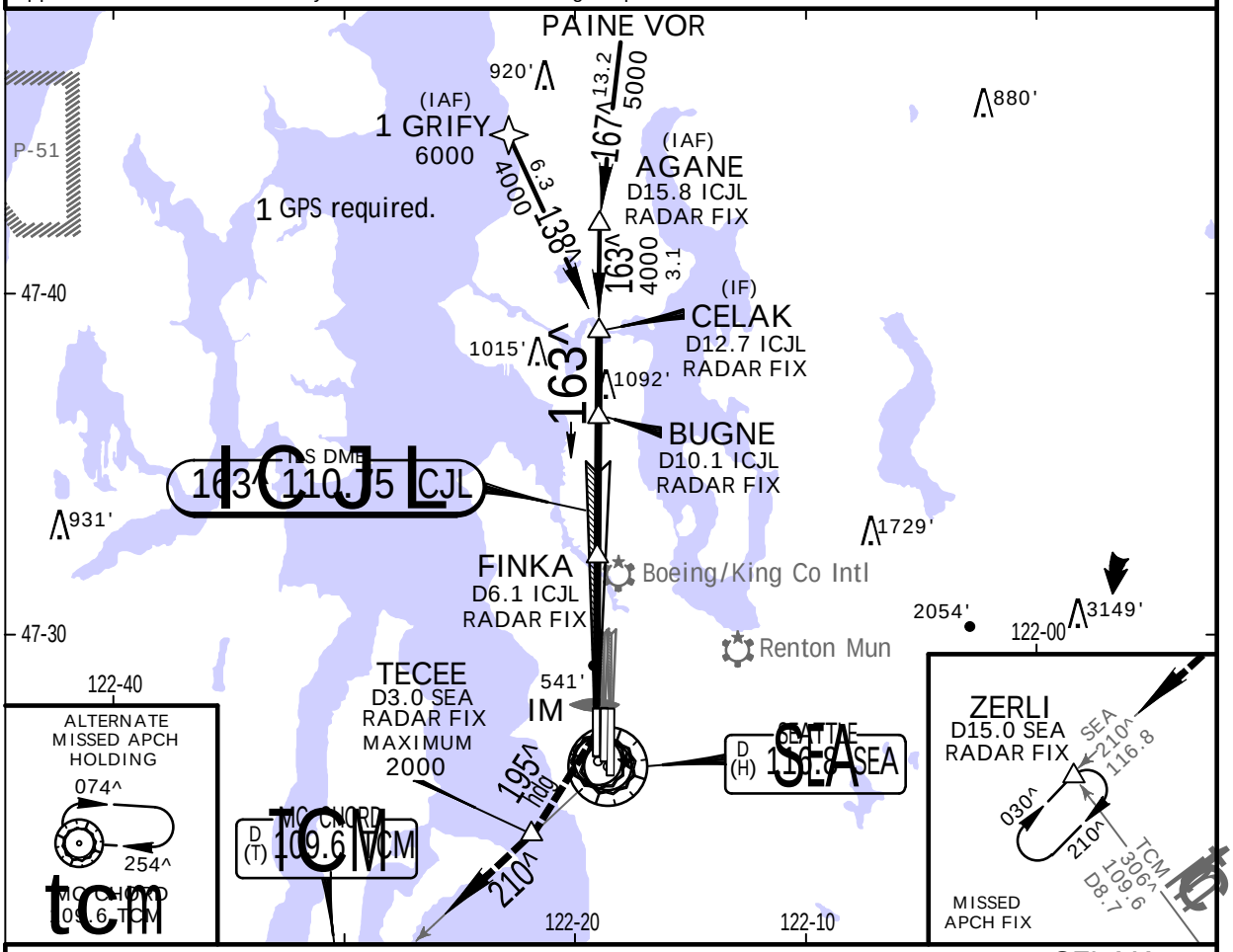
LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 433'
ICJL 110.75	163^	FINKA 1900' (1485')	RA 176' DA(H) 565' (150')	TDZE 415'

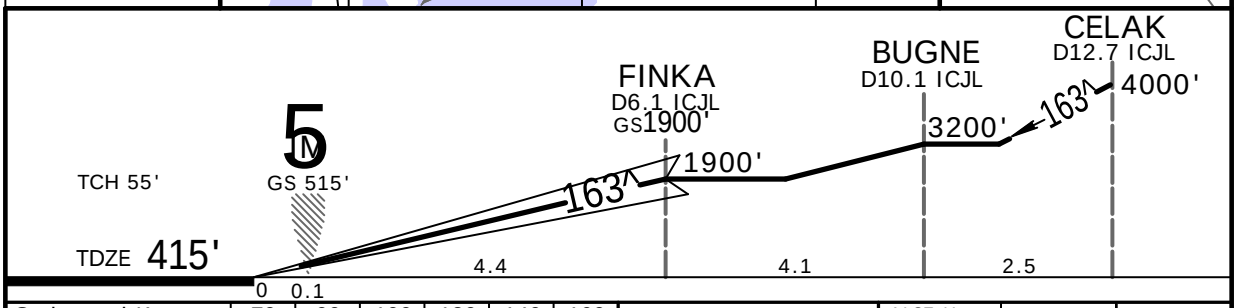
MISSED APCH: Climb to 900' then climb on heading 195^ and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000' or as directed by ATC.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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/C. 4. VGSI and ILS glidepath not coincident.





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

ALSF-II PAPI 900' then 195^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 16R

1 SA CAT I ILS
RA 176'
DA(H) 565' (150')

RVR 14

CHANGES: Threshold to TDZE.

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (21-4)

SEATTLE, WASH ILS or LOC Rwy 34L

BRIEFING STRIP ™

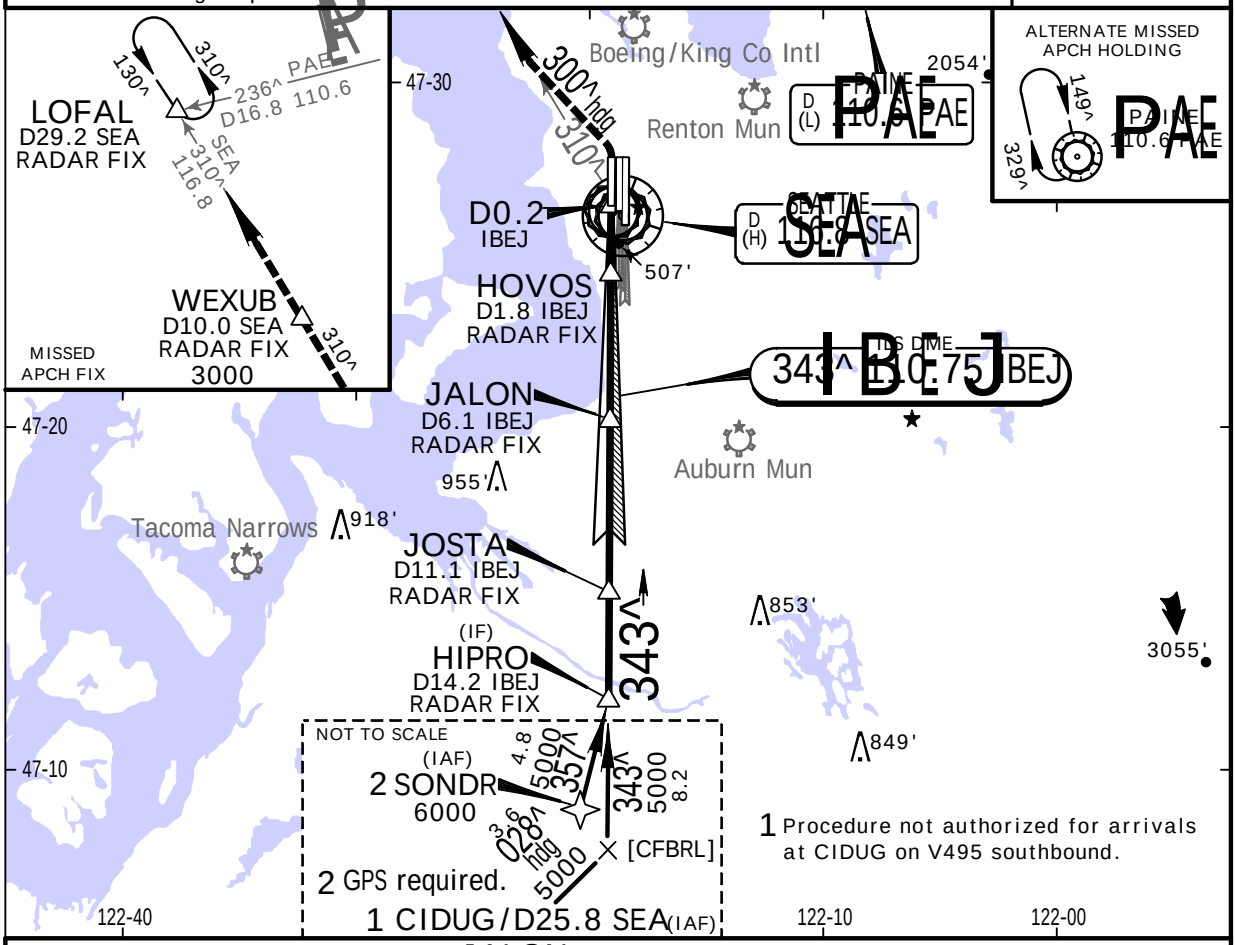
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

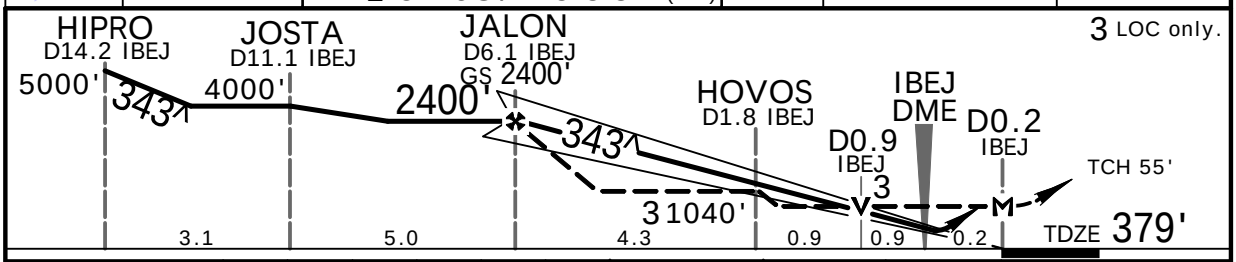
LOC IBEJ	Final Apch Crs	GS JALON	ILS DA(H)	Apt Elev 433'
110.75	343^	2400' (2021')	579' (200')	TDZE 379'

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 at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

3400' 180^ 070^ 6400' 2200' 340^
MSA SEA VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34 R/C.
3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 IBEJ or JALON to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR PAPI 900' 3000' LT on 300^ hdg

.TERPS. STRAIGHT-IN LANDING RWY 34L

	ILS DA(H) 579' (200') FULL	ILS DA(H) 579' (200') RAIL or ALS out	LOC (GS out) MDA(H) 760' (381')	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C			RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1 1/2
165	1000' (567')-2

CHANGES: TAKE TO TDZE, minimums.

S AMEND 1C 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-4A)

SEATTLE, WASH ILS Rwy 34L SA CAT I

BRIEFING STRIP ™

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

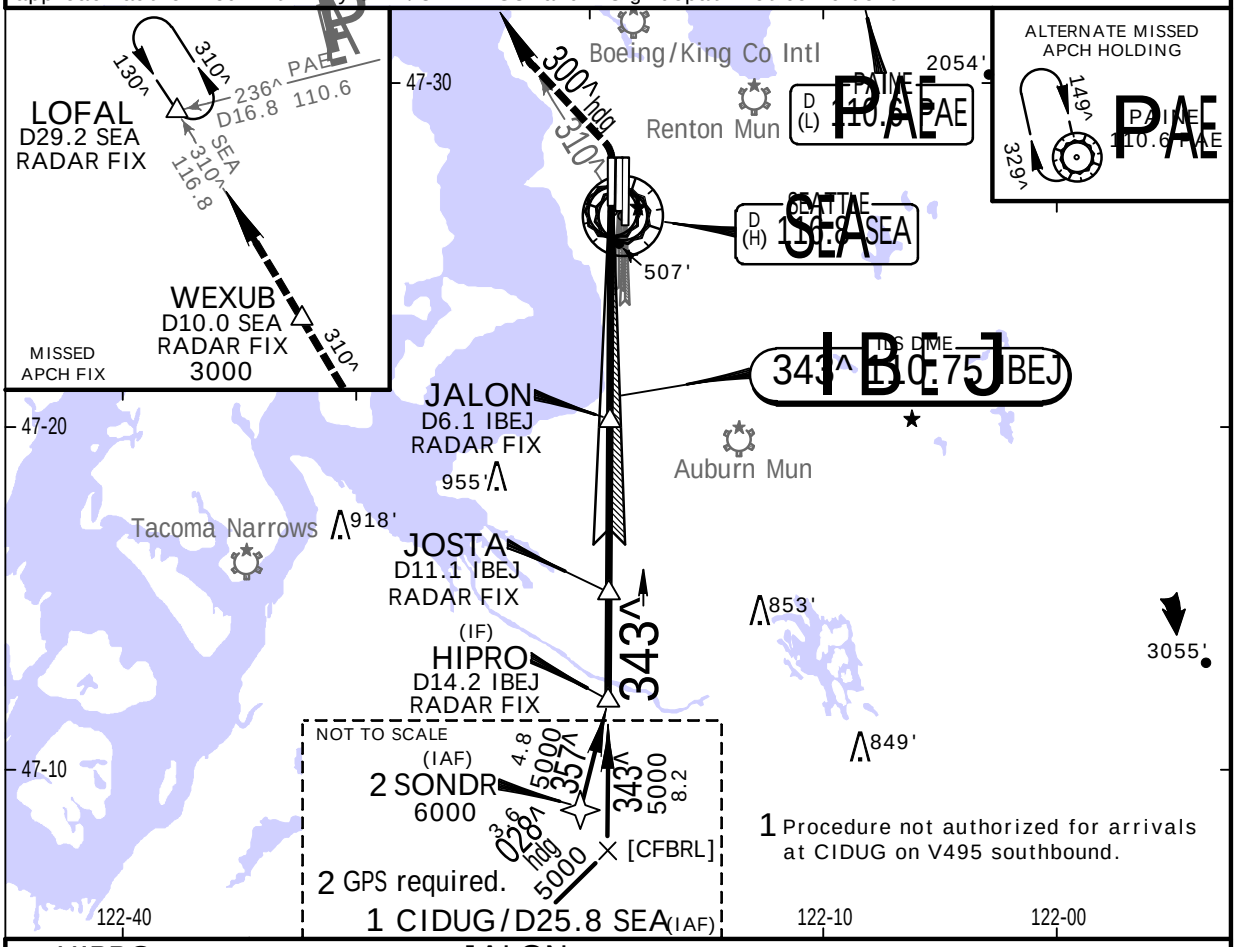
LOC IBEJ	Final Apch Crs	GS JALON	SA CAT I ILS	Apt Elev 433'
110.75	343^	2400'(2021')	RA 213' DA(H)529'(150')	TDZE 379'

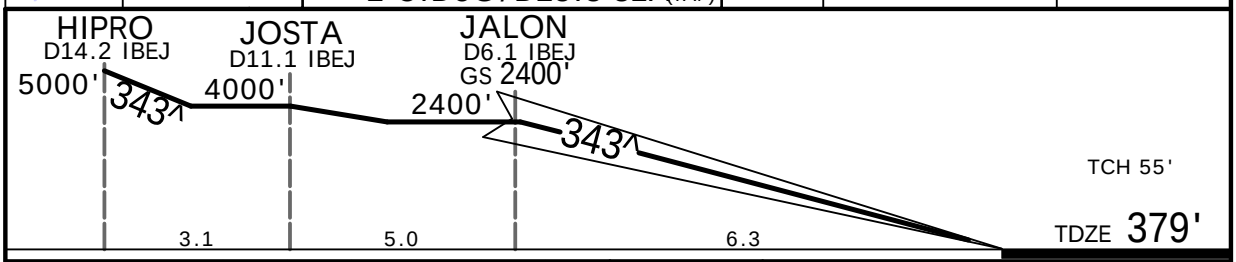
MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300^ and outbound on SEA VOR R-310 to WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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.





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

MALSR — PAPI — 900' — 3000' LT — on — 300^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 34L

1 SA CAT I ILS
RA 213'
DA(H) 529'(150')

RVR 14

S AMEND 1C 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-4B)

SEATTLE, WASH ILS Rwy 34L SA CAT II

BRIEFING STRIP ™

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

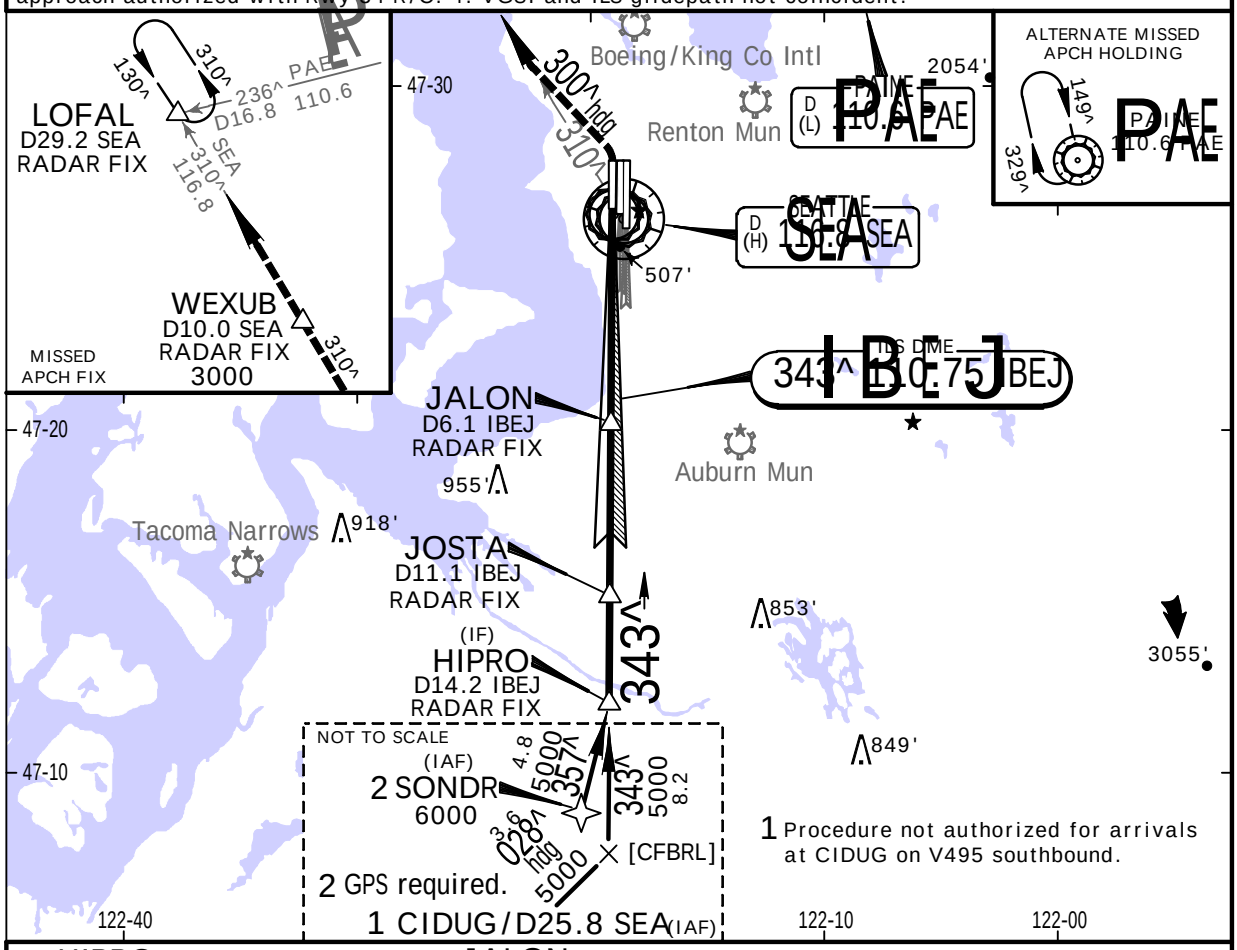
LOC IBEJ	Final Apch Crs	GS JALON	SA CAT II ILS	Apt Elev 433'
110.75	343^	2400'(2021')	RA 117' DA(H)479'(100')	TDZE 379'

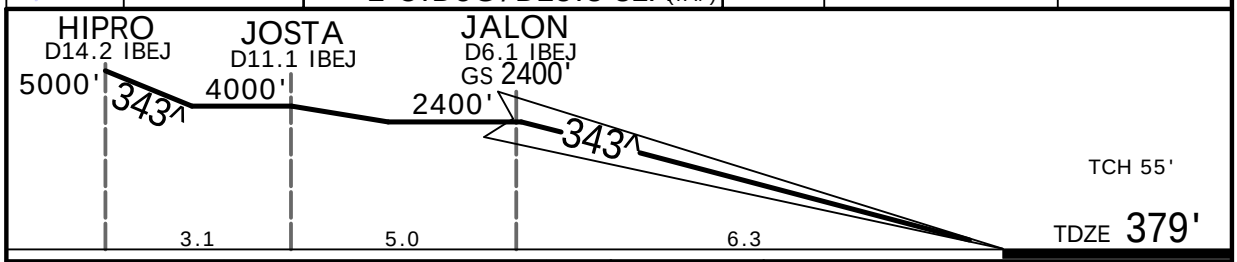
MISSED APCH: Climb to 900' then climbing LEFT turn on heading 300^ and outbound on SEA VOR R-310 to WEXUB/D10.0 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-310 to LOFAL/D29.2 SEA/RADAR and hold.

MSA SEA VOR: 3400' 180^, 070^, 6400', 2200', 340^

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.





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

MALSR PAPI 900' 3000' LT on 300^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 34L

1 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

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JEPPESEN 6 JUN 14 (21-5)

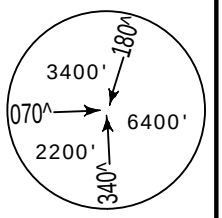
SEATTLE, WASH ILS or LOC Rwy 34C

BRIEFING STRIP ™

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

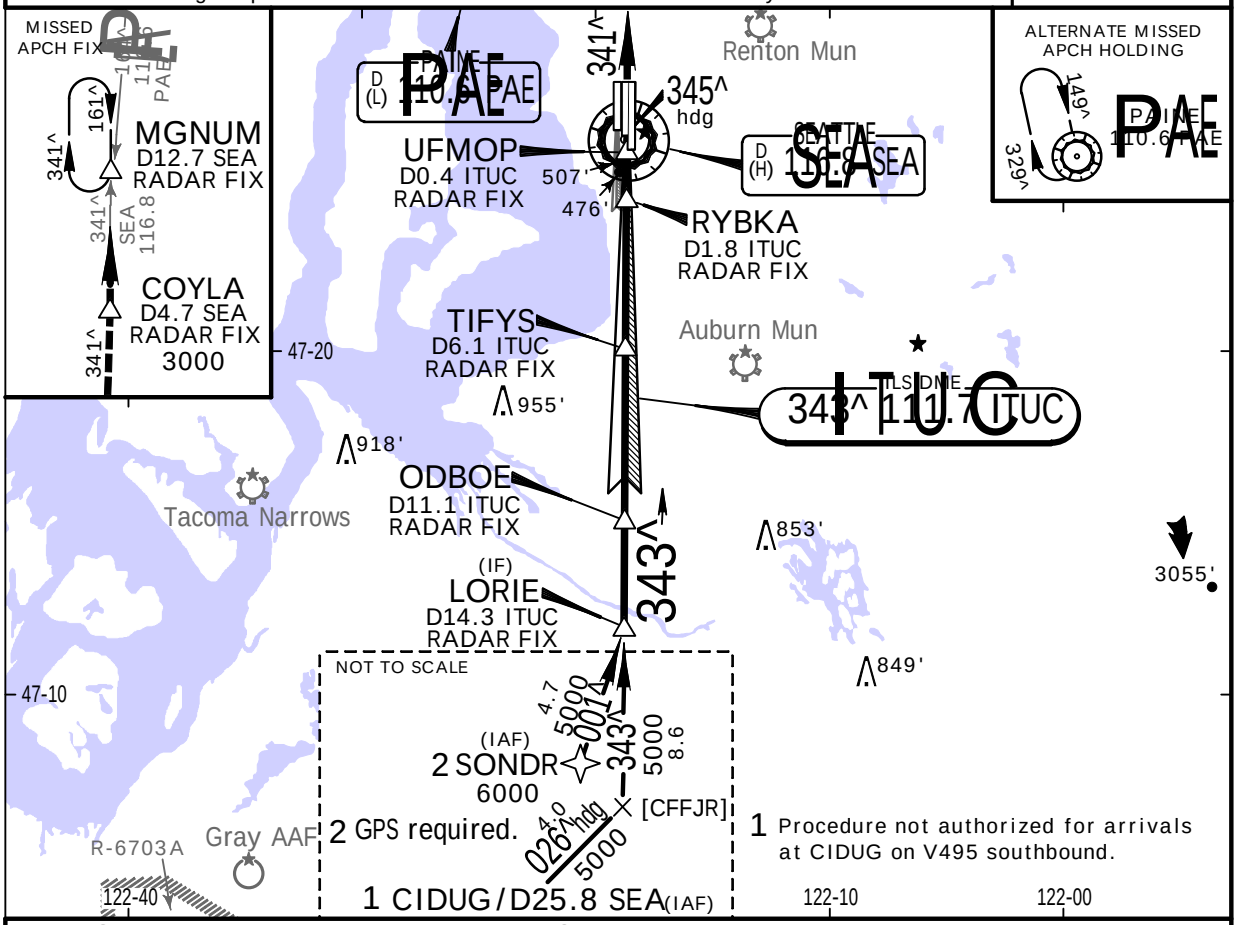
LOC ITUC	Final Apch Crs	GS TIFYS	ILS DA(H)	Apt Elev 433'
111.7	343^	2400' (2013')	604' (217')	TDZE 387'

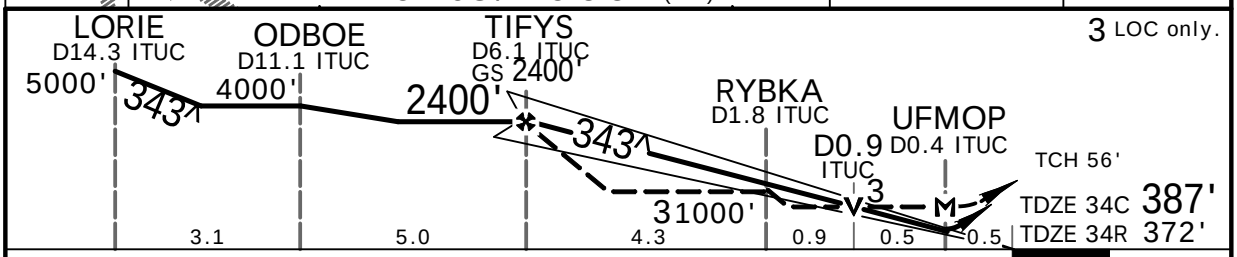
MISSED APCH: Climb on heading 345^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.



MSA SEA VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 34L.
3. VGSI and ILS glidepath not coincident. 4. MALSR & PAPI-L on Rwy 34R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at UFMOP or TIFYS to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI | 3000' | 345^ hdg | and SEA 116.8 R-341 | COYLA

.TERPS. STRAIGHT-IN LANDING RWY 34C

	ILS DA(H) 604' (217') FULL	ILS DA(H) 604' (217') RAIL or ALS out	LOC (GS out) MDA(H) 760' (373') RAIL out	LOC (GS out) MDA(H) 760' (373') ALS out	SIDESTEP LANDING RWY34R MDA(H) 760' (388') RAIL or ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1	90 / 120: 1000' (567')-1
B							
C			RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 60 or 1 1/8	140: 1000' (567')-1 1/2
D							165: 1000' (567')-2

S AMEND 3C 29 MAY 2014

CHANGES: TIME TO TDZE, minimums.

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JEPPESEN 6 JUN 14 (21-5A)

SEATTLE, WASH ILS Rwy 34C SA CAT I

BRIEFING STRIP™

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

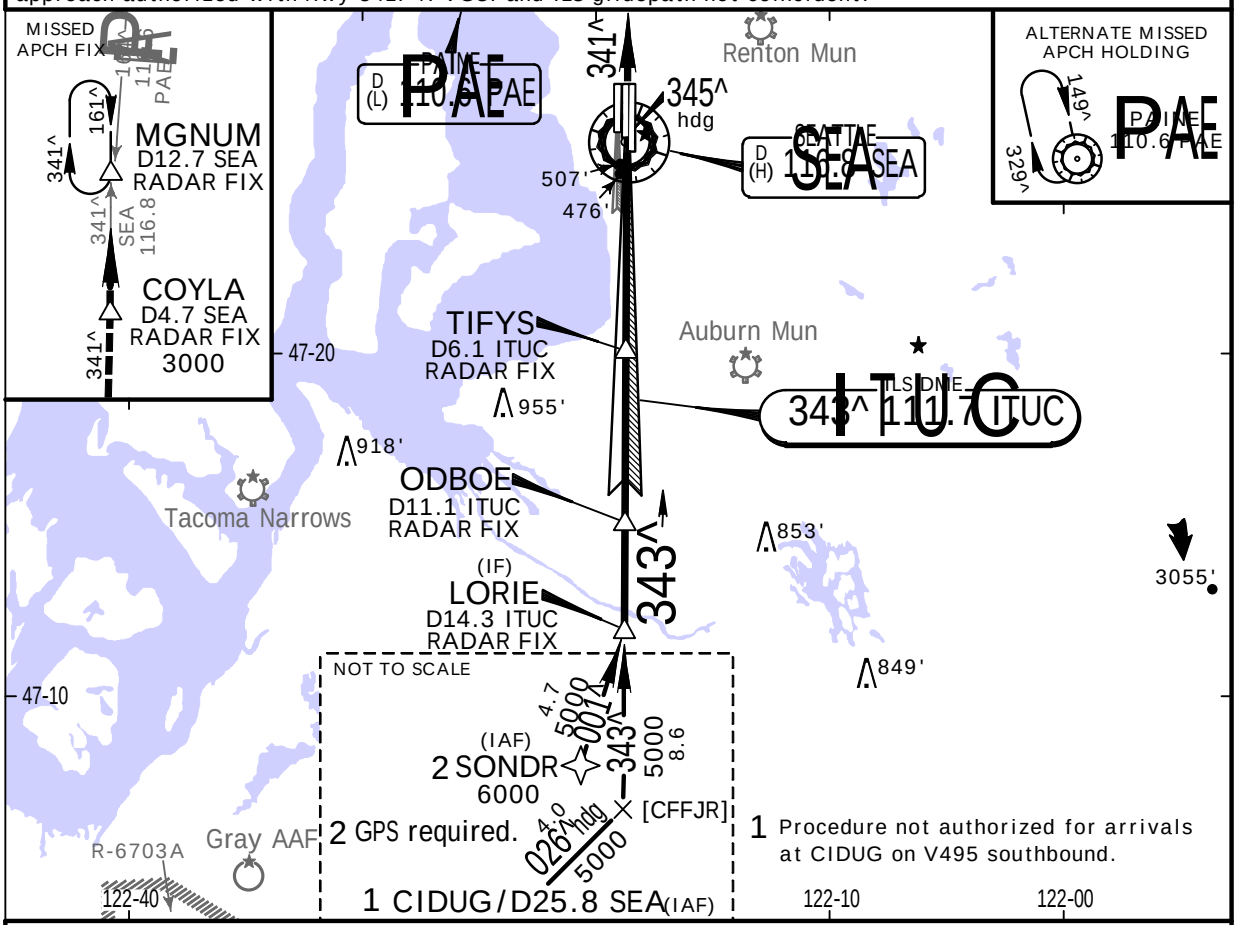
LOC ITUC	Final Apch Crs	GS TIFYS	SA CAT I ILS	Apt Elev 433'
111.7	343^	2400' (2013')	RA 231' DA(H)537'(150')	TDZE 387'

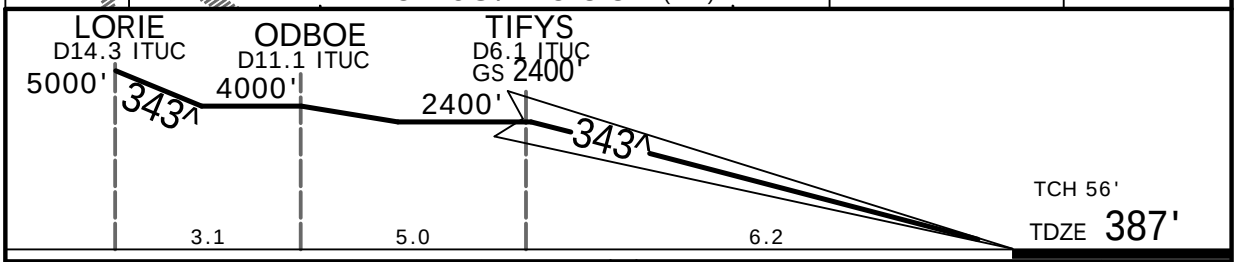
MISSED APCH: Climb on heading 345^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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 34L. 4. VGSI and ILS glidepath not coincident.





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

MALSR PAPI | 3000' | 345^ hdg and SEA 116.8 R-341 | COYLA

.TERPS.

STRAIGHT-IN LANDING RWY 34C

1 SA CAT I ILS
RA 231'
DA(H) 537' (150')

RVR 14

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JEPPESEN 6 JUN 14 (21-5B)

SEATTLE, WASH ILS Rwy 34C SA CAT II

BRIEFING STRIP™

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

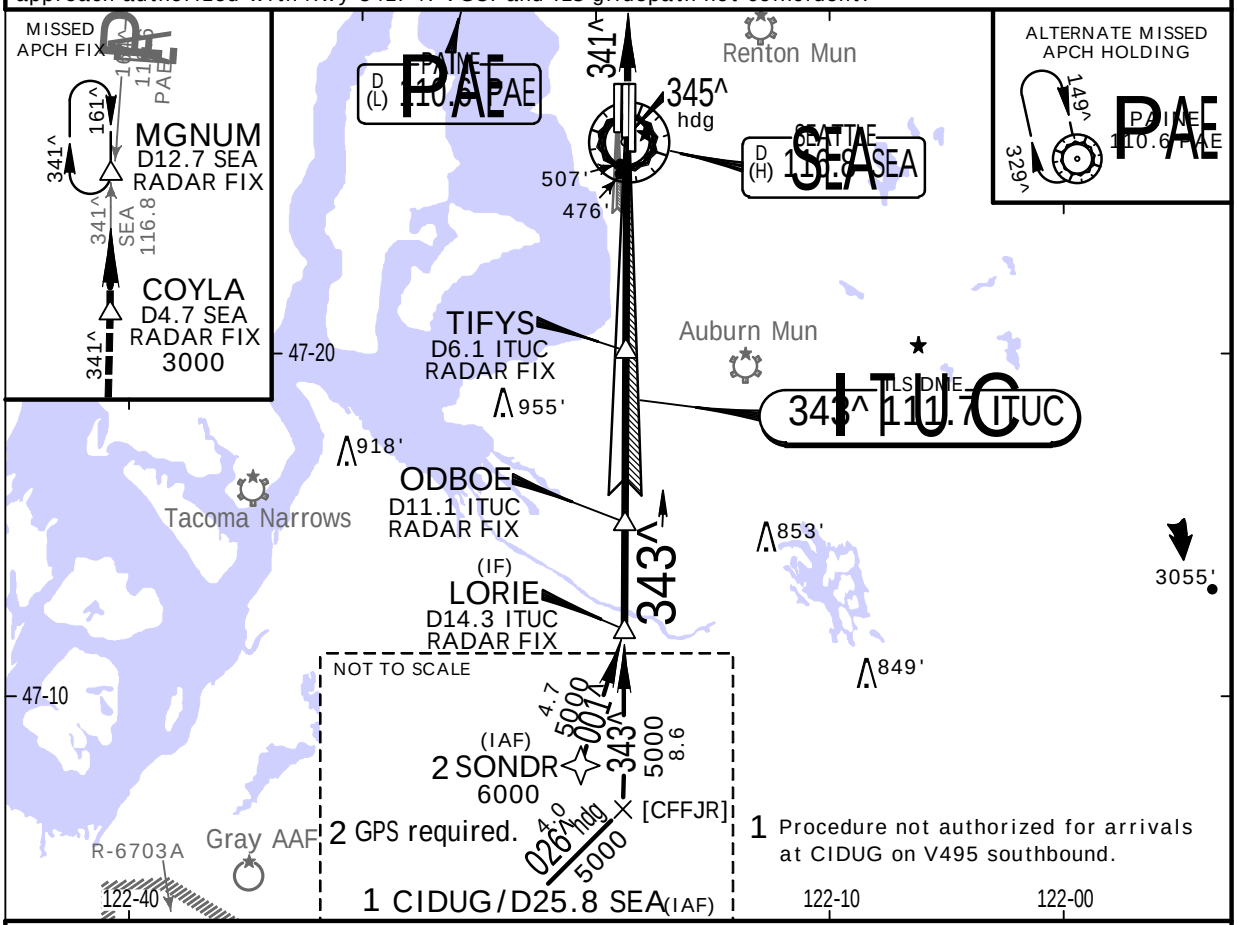
LOC ITUC	Final Apch Crs	GS TIFYS	SA CAT II ILS	Apt Elev 433'
111.7	343^	2400' (2013')	RA 112' DA(H)487'(100')	TDZE 387'

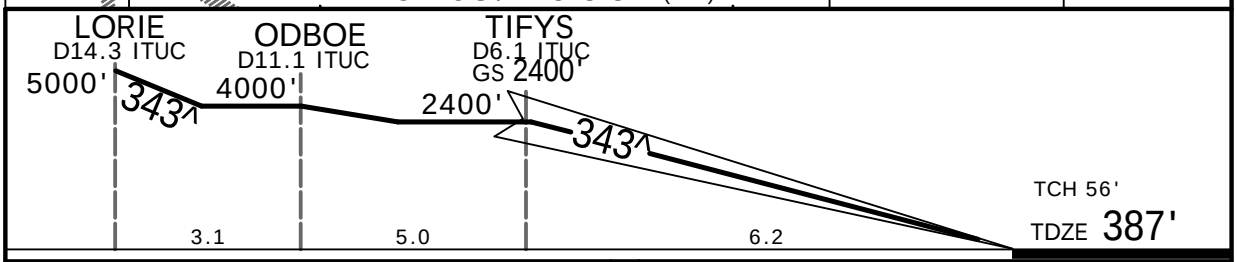
MISSED APCH: Climb on heading 345^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

MSA SEA VOR: 3400' (180^), 6400' (070^), 2200' (340^)

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 34L. 4. VGSI and ILS glidepath not coincident.





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

MALSR PAPI | 3000' | 345^ hdg | SEA 116.8 and R-341 | COYLA

.TERPS.

STRAIGHT-IN LANDING RWY 34C

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

RVR 12

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

CHANGES: THRE TO TDZE, Infrmnns.

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JEPPESEN 6 JUN 14 (21-6)

SEATTLE, WASH ILS or LOC Rwy 34R

BRIEFING STRIP ™

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

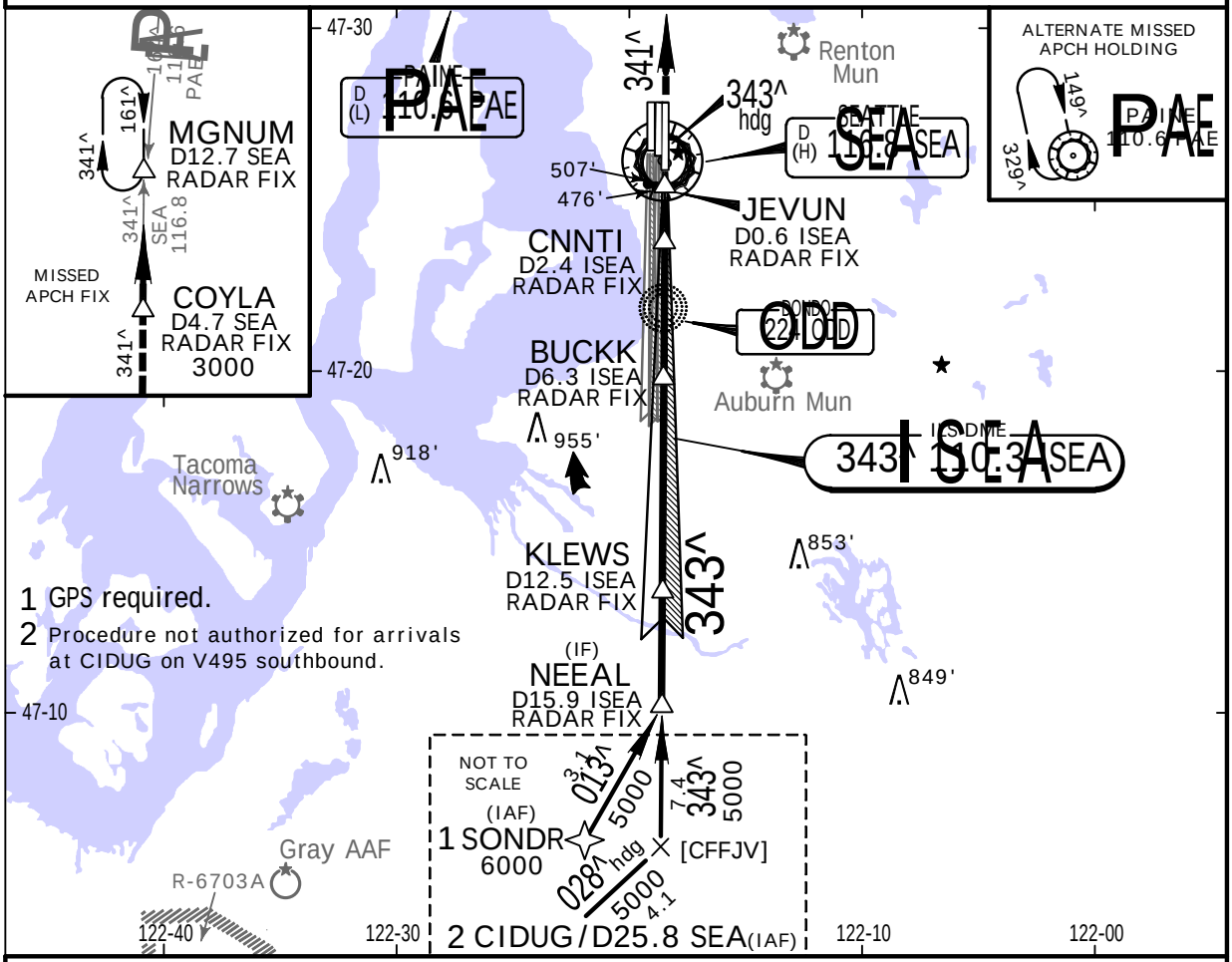
LOC ISEA	Final Apch Crs	GS BUCKK	ILS DA(H)	Apt Elev 433'
110.3	343^	2200' (1828')	572' (200')	TDZE 372'

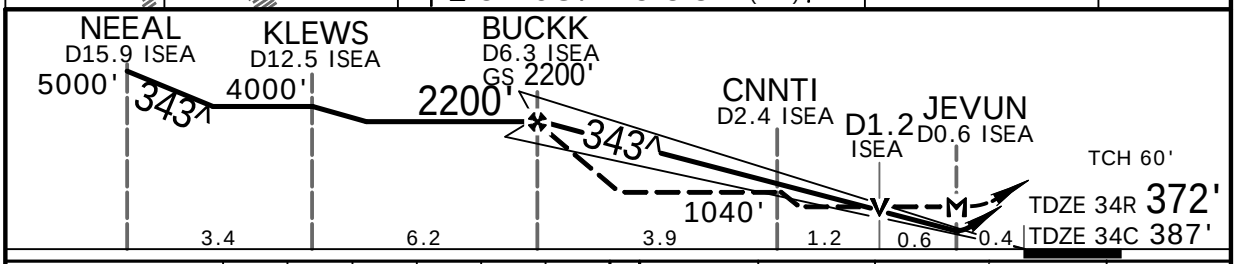
MISSED APCH: Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

MSA SEA VOR: 3400' 180^ 070^ 6400' 2200' 340^

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. 5. MALSR & PAPI-L on Rwy 34C.





Gnd speed-Kts	70	90	100	120	140	160
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

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

TERPS.

STRAIGHT-IN LANDING RWY 34R	ILS DA(H) 572' (200')			LOC (GS out) MDA(H) 720' (348')			SIDESTEP LANDING RWY34C MDA(H) 760' (373')		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out / ALS out	Max Kts.	MDA(H)
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1		90	1000' (567')-1
B									120	
C				RVR 35 or 5/8			RVR 50 or 1	1 1/2	140	1000' (567')-1 1/2
D								2	165	1000' (567')-2

S AMEND 2C 29 MAY 2014

CHANGES: TAKE TO TDZE, minimums.

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JEPPESEN 6 JUN 14 (21-6A)

SEATTLE, WASH ILS Rwy 34R SA CAT I

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

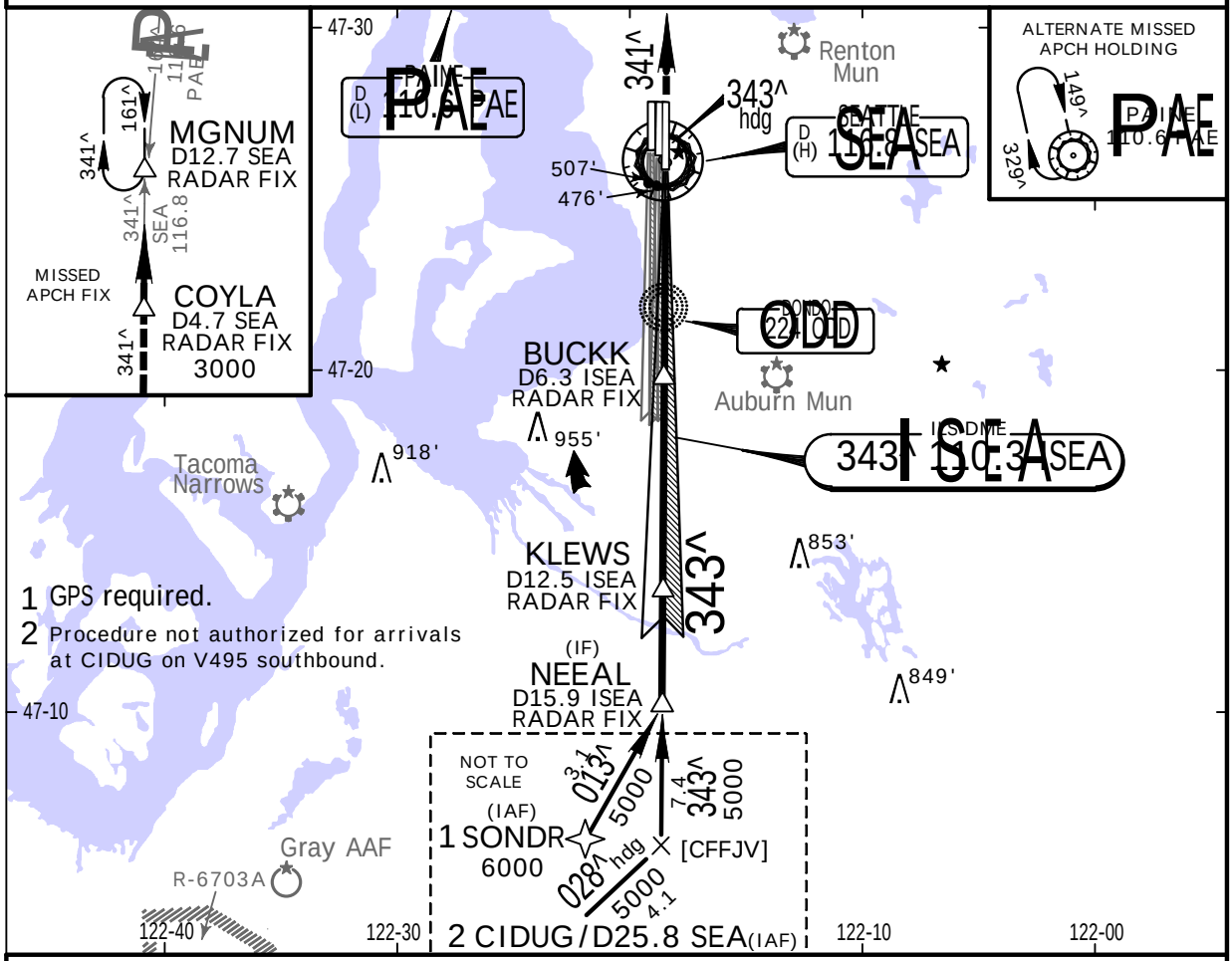
LOC ISEA	Final Apch Crs	GS BUCKK	SA CAT I ILS	Apt Elev 433'
110.3	343^	2200' (1828')	RA 250' DA(H)522'(150')	TDZE 372'

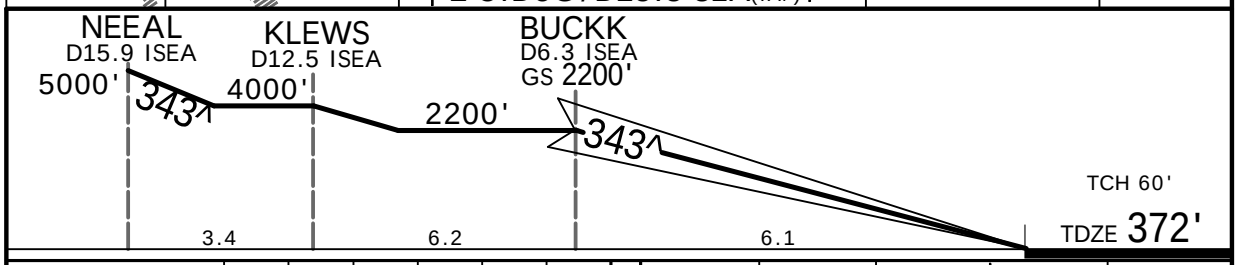
MISSED APCH: Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

MSA SEA VOR: 3400' 180^ 070^ 6400' 2200' 340^

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

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





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

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

.TERPS.

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

A
B
C
D

RVR 14

CHANGES: TAKE TO TDZE; minimums.
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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (21-6B)

SEATTLE, WASH ILS Rwy 34R SA CAT II

BRIEFING STRIP ™

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

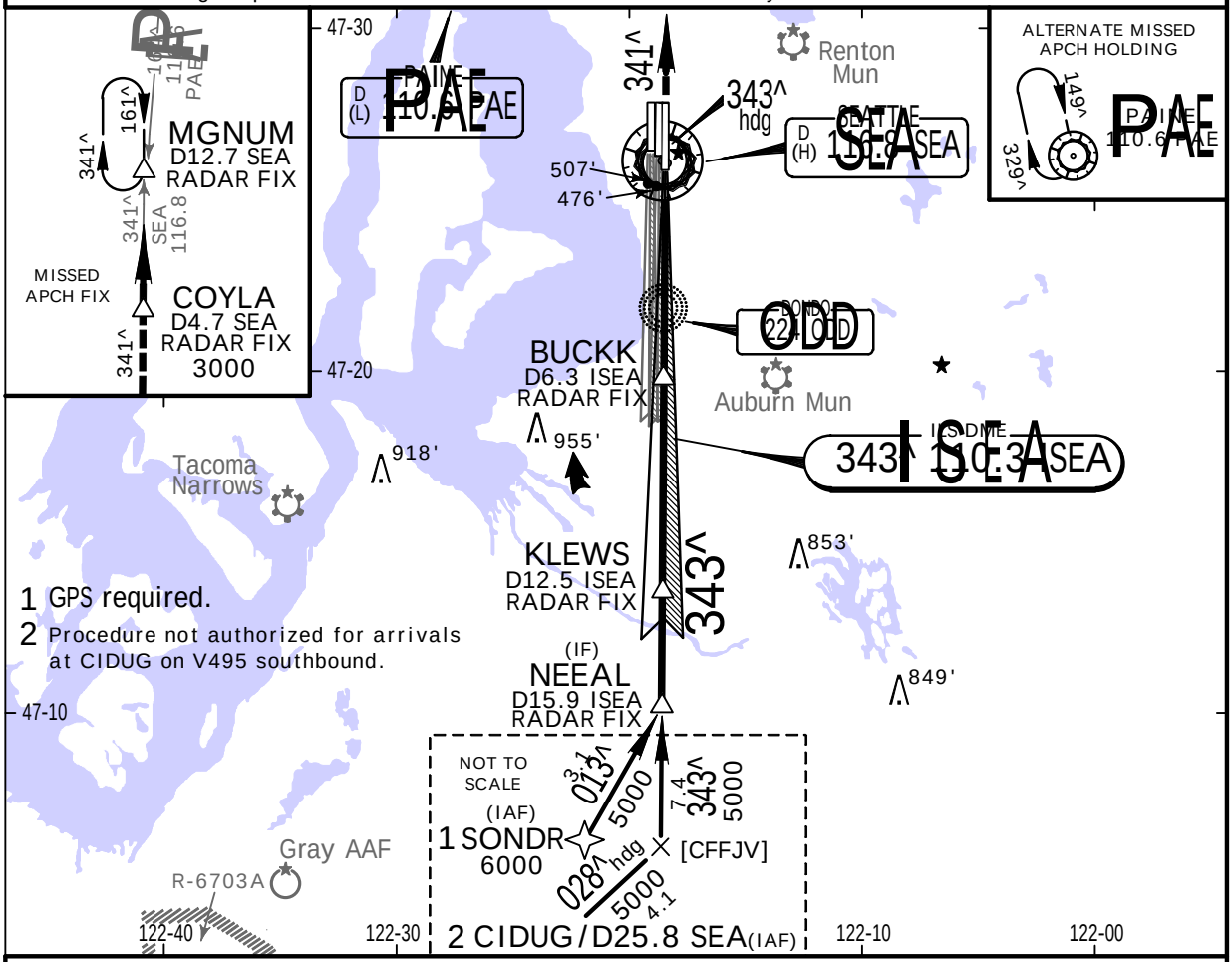
LOC ISEA	Final Apch Crs	GS BUCKK	SA CAT II ILS	Apt Elev 433'
110.3	343^	2200' (1828')	RA 200' DA(H)472'(100')	TDZE 372'

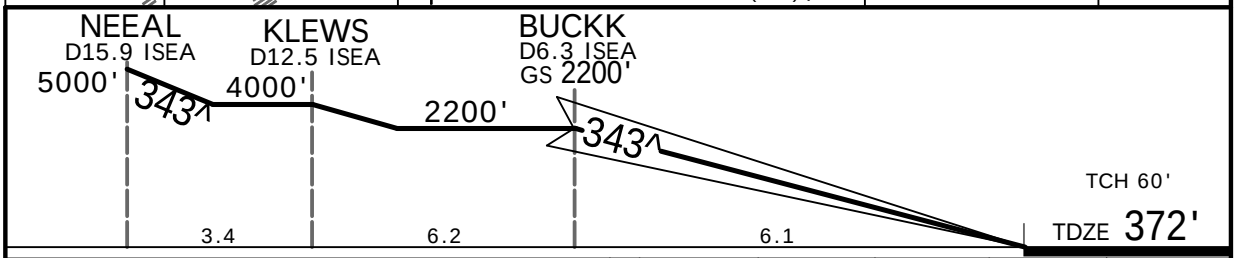
MISSED APCH: Climb on heading 343^ and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' on SEA VOR R-341 to MGNUM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.

3400' 180^ 070^ 6400' 2200' 340^
MSA SEA VOR

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

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





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

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

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

A	
B	
C	RVR 12
D	

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

CHANGES: TAKE TO TDZE, minimums.

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-1)

SEATTLE, WASH RNAV (GPS) Y Rwy 16L

BRIEFING STRIP™

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

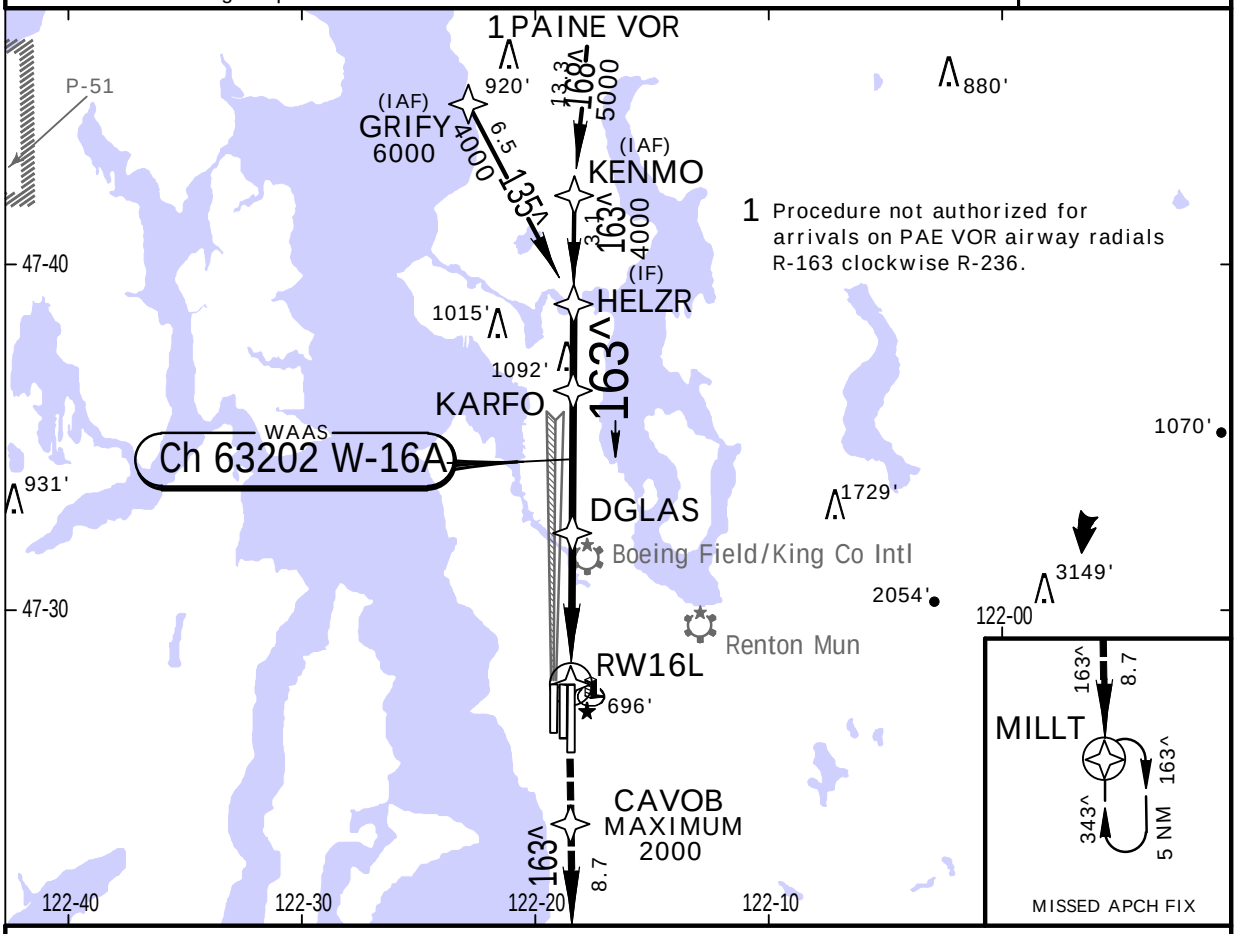
WAAS Ch 63202 W-16A	Final Apch Crs 163^	Minimum Alt DGLAS 1900' (1467')	LPV DA(H) 709' (276')	Apt Elev 433' TDZE 433'

MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000', then climb to 5000' on track 163^ to MILLT and hold. Continue climb-in-hold to 5000'.

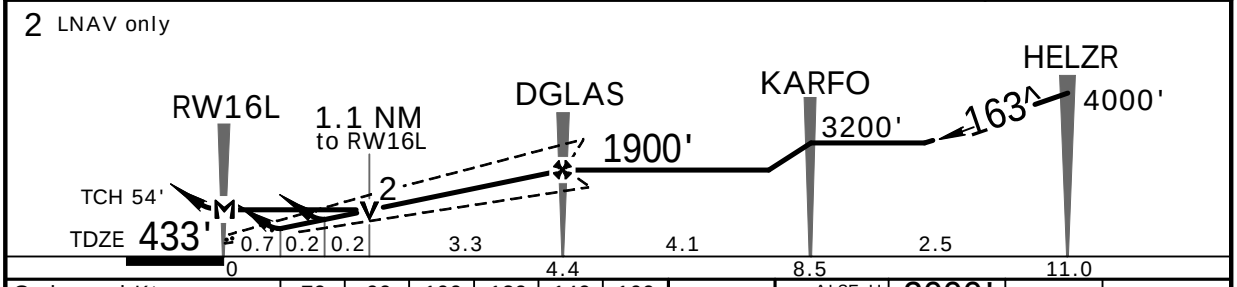
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 16R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.

6400'
MSA RW16L



2 LNAV only



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW16L						

ALSF-II PAPI 2000' or below D CAVOB

TERPS.

STRAIGHT-IN LANDING RWY 16L

	LPV DA(H) 709' (276')		LNAV/VNAV DA(H) 789' (356')		1 LNAV MDA(H) 840' (407')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 34 or 5/8	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 60 or 1 1/8
B						
C					RVR 40 or 3/4	
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000'(567')-1
120	
140	1000'(567')-1 1/2
165	1000'(567')-2

CHANGES: TIME TO TDZE.

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US AMEND 3A 29 MAY 2014

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-2)

SEATTLE, WASH RNAV (GPS) Y Rwy 16C

BRIEFING STRIP ™

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

WAAS	Final Apch Crs	Minimum Alt SODOE	LPV DA(H)	Apt Elev 433'
Ch 61010 W-16B	163^	1900' (1470')	630' (200')	TDZE 430'

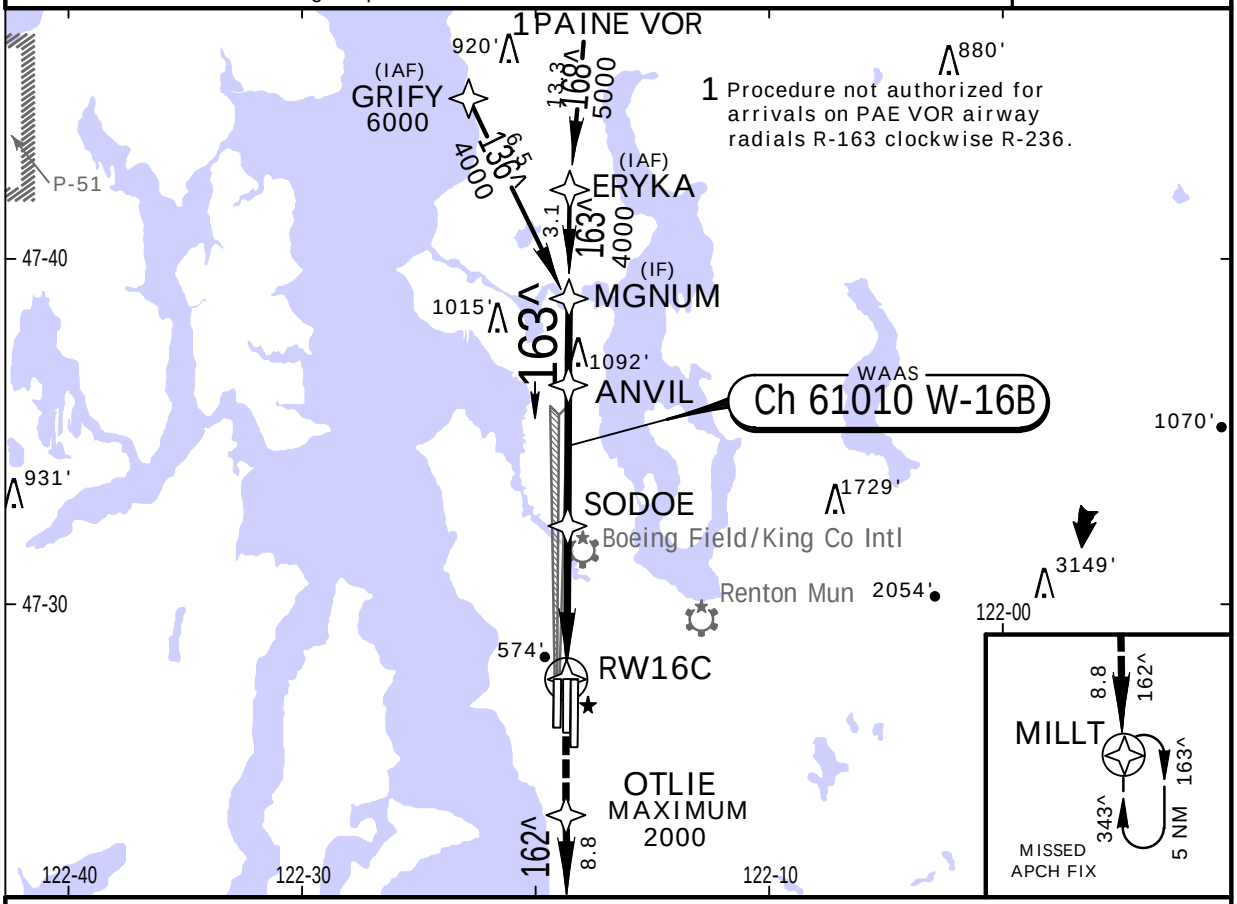
MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' on track 162^ to MILLT and hold. Continue climb-in-hold to 5000'.

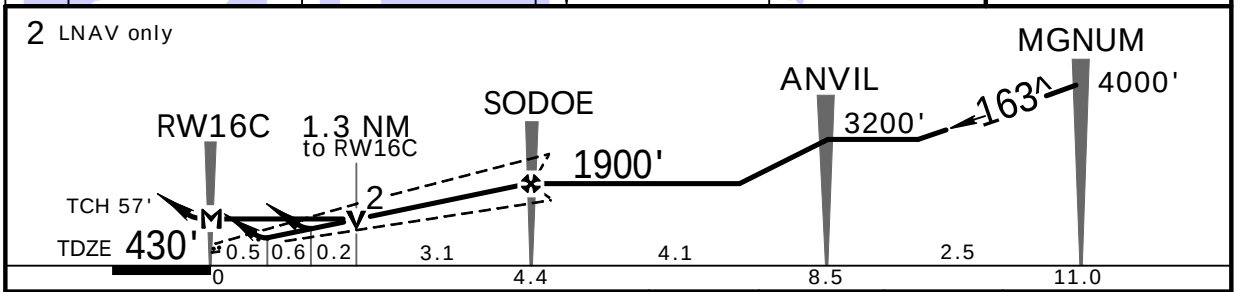
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 16R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. See 20-9A for Alert Notice. 6. VGSI and RNAV glidepath not coincident.

6400'

MSA RW16C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW16C						

ALSF-II PAPI 2000' or below OTLIE

TERPS.

STRAIGHT-IN LANDING RWY 16C

	LPV DA(H) 630' (200')		LNAV/VNAV DA(H) 840' (410')		1 LNAV MDA(H) 920' (490')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 44 or ⅞	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½
165	1000' (567')-2

CHANGES: THRE TO TDZE.

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S AMEND 2A 29 MAY 2014

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-3)

SEATTLE, WASH RNAV (GPS) Y Rwy 16R

BRIEFING STRIP ™

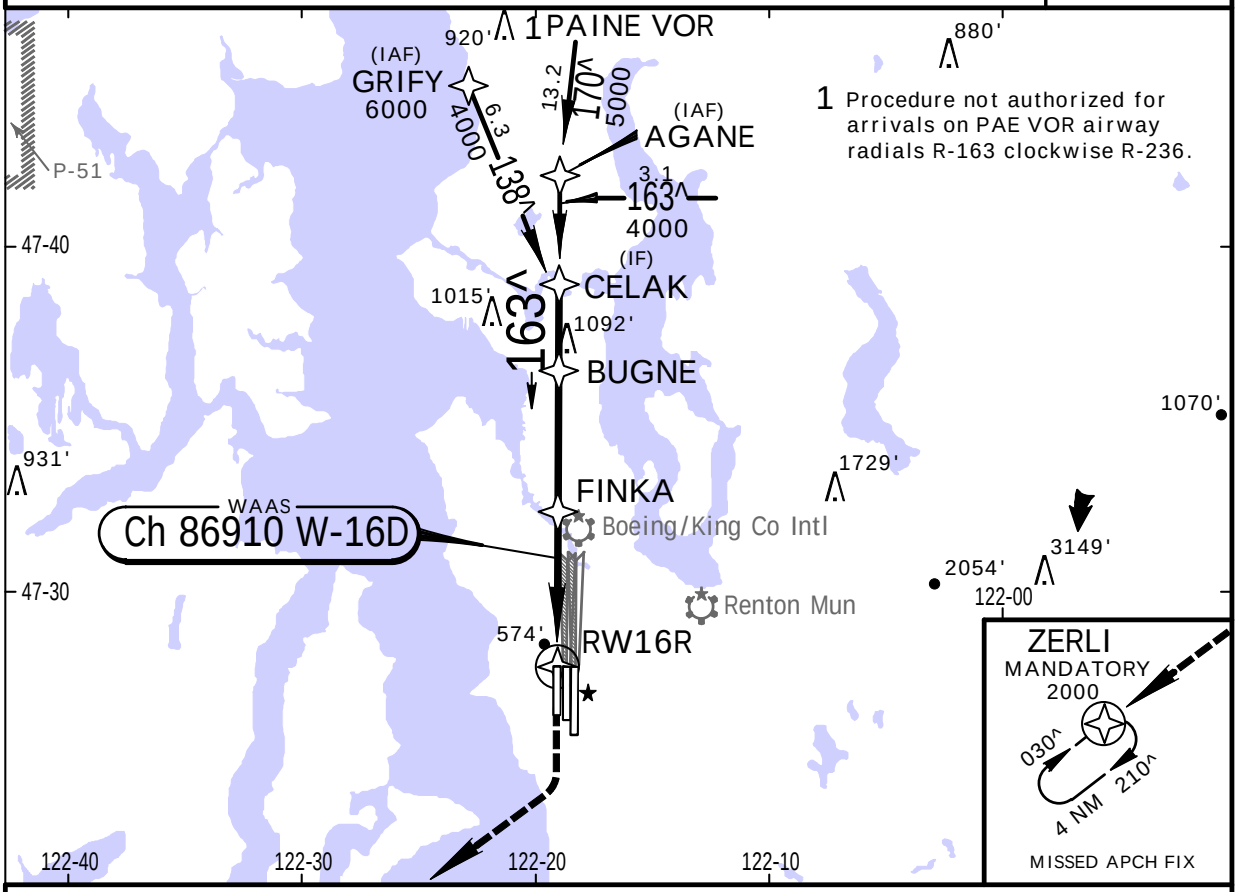
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

WAAS	Final Apch Crs	Minimum Alt FINKA	LPV DA(H)	Apt Elev 433'
Ch 86910 W-16D	163^	1900' (1485')	615' (200')	TDZE 415'

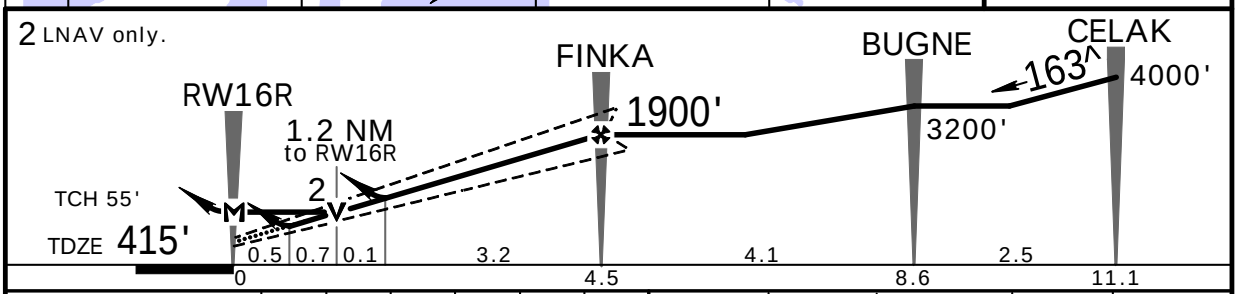
MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at MANDATORY 2000' and hold. When authorized by ATC, climb-in-hold to 5000'.

6400'
MSA RW16R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 2. Simultaneous approach authorized with Rwy 16L/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.



1 Procedure not authorized for arrivals on PAE VOR airway radials R-163 clockwise R-236.



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

ALSF-II PAPI | 900' | MANDATORY 2000' RT | D | ZERLI

TERPS.

STRAIGHT-IN LANDING RWY 16R

	LPV DA(H) 615' (200')		LNAV/VNAV DA(H) 878' (463')		1 LNAV MDA(H) 840' (425')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	1½	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 40 or ¾	1¼
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½
165	1000' (567')-2

CHANGES: THRE TO TDZE.

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-4)

SEATTLE, WASH RNAV (GPS) Y Rwy 34L

BRIEFING STRIP ™

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

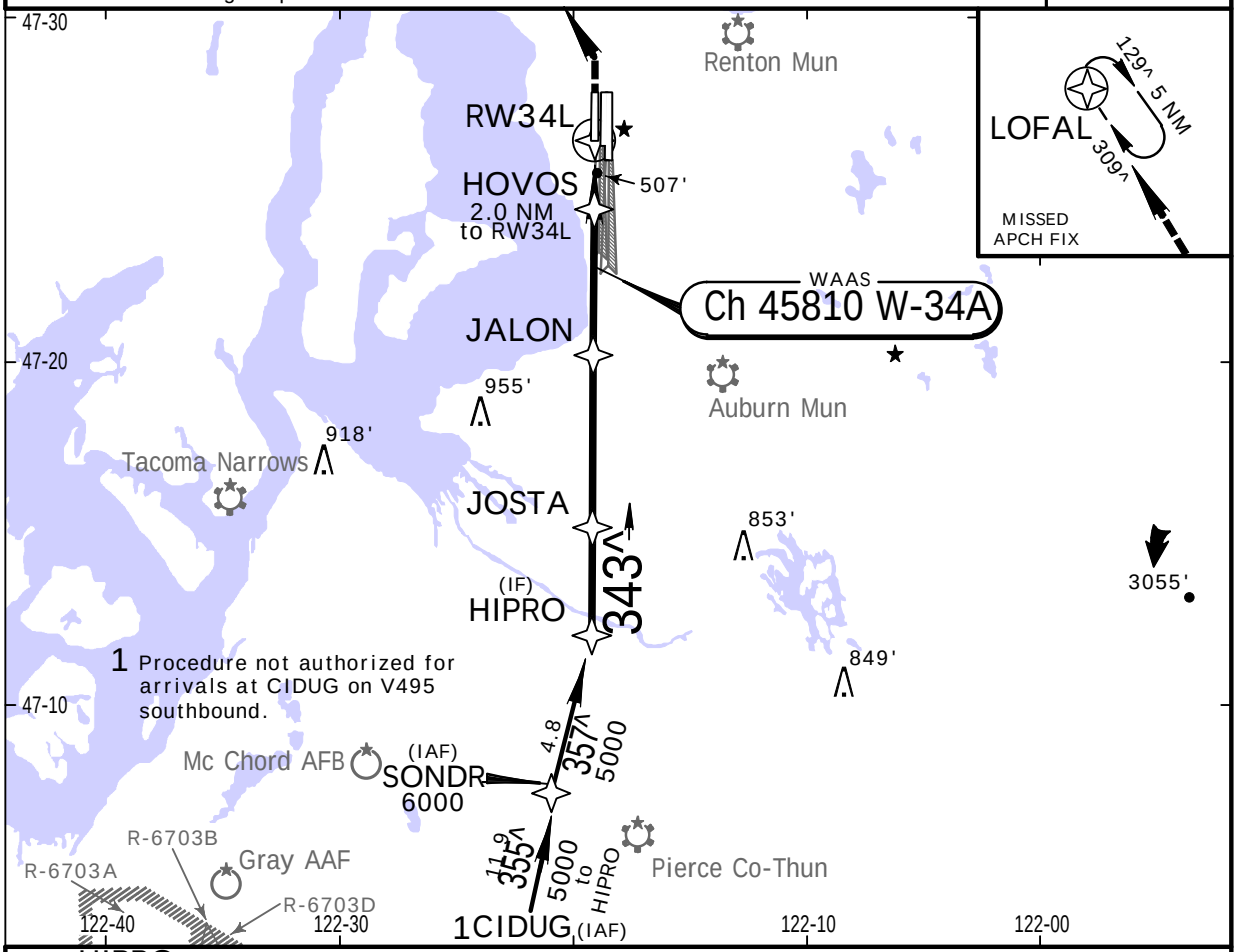
WAAS	Final Apch Crs	Minimum Alt JALON	LPV DA(H)	Apt Elev 433'
Ch 45810 W-34A	343^	2400' (2021')	579' (200')	TDZE 379'

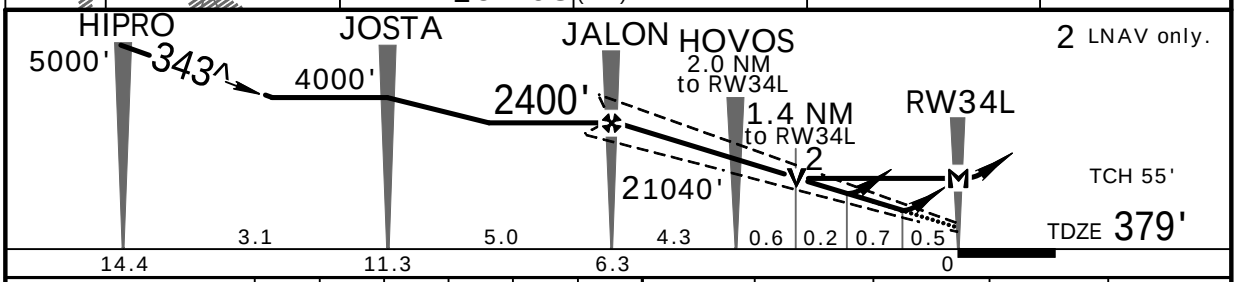
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 2. Simultaneous approach authorized with Rwy 34R/C. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. DME/DME-RNP 0.30 not authorized.
5. VGSI and RNAV glidepath not coincident.

6400'
MSA RW34L





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

MALSR PAPI 900' 5000' LT D LOFAL

TERPS.

STRAIGHT-IN LANDING RWY 34L

	LPV DA(H) 579' (200')		LNAV/VNAV DA(H) 808' (429')			1 LNAV MDA(H) 860' (481')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C						RVR 55 or 1	1¼	1⅜
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½
165	1000' (567')-2

CHANGES: TIME TO TDZE, minimums.

AMEND 1B 29 MAY 2014

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JEPPESEN 29 AUG 14 (22-5)

SEATTLE, WASH RNAV (GPS) Y Rwy 34C

BRIEFING STRIP ™

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

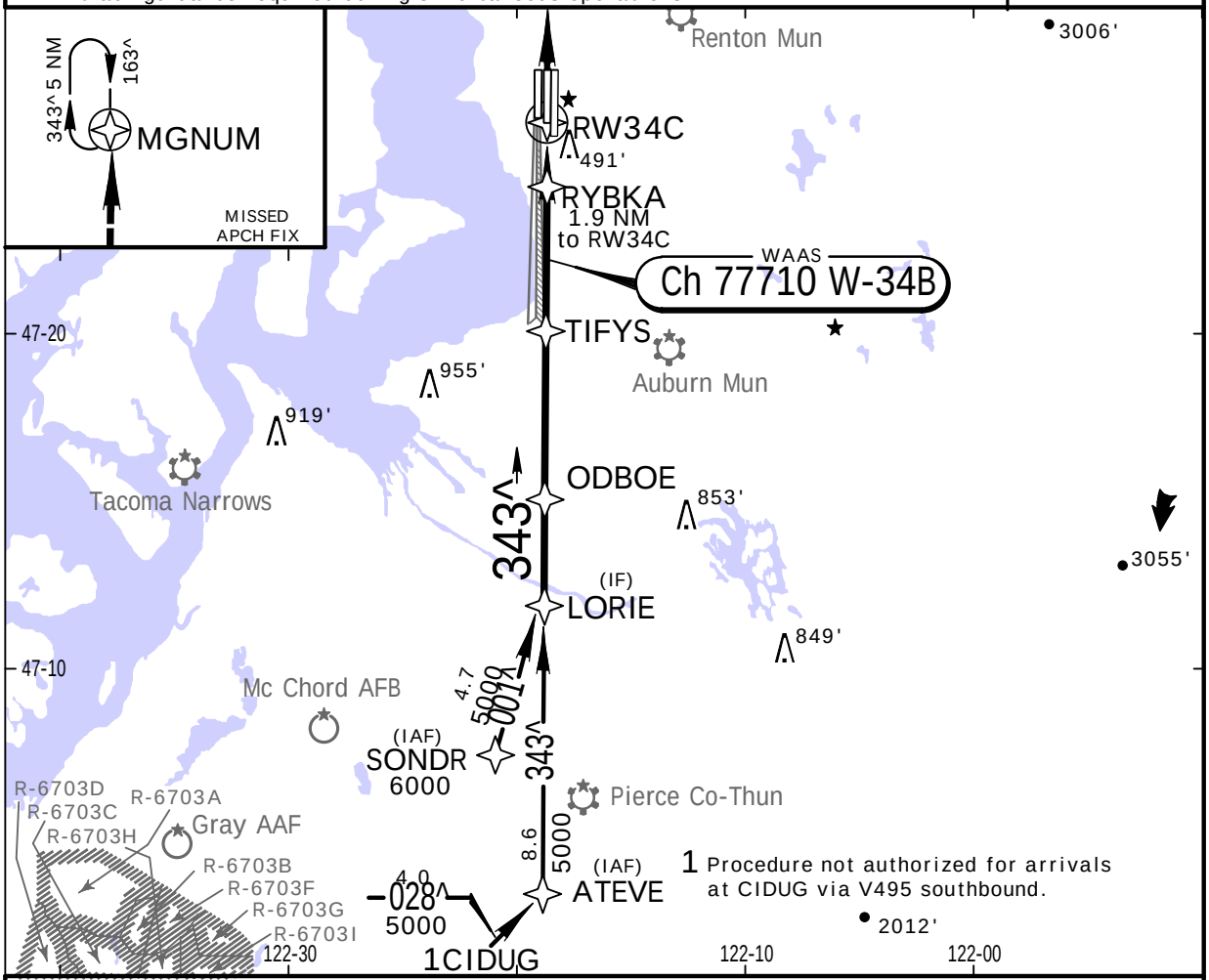
WAAS	Final Apch Crs	Minimum Alt TIFYS	LPV DA(H)	Apt Elev 433'
Ch 77710 W-34B	343^	2400' (2013')	610' (223')	TDZE 387'

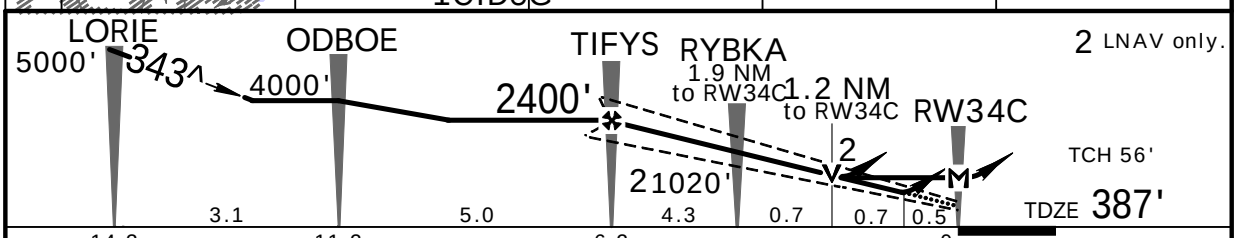
MISSED APCH: Climb to 5000' direct MGNUM and hold, continue climb-in-hold to 5000'.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 34L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

6400'
MSA RW34C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW34C						

MALSR PAPI 5000' D MGNUM

TERPS. STRAIGHT-IN LANDING RWY 34C

	LPV DA(H) 610' (223')		LNAV/VNAV DA(H) 839' (452')			LNAV MDA(H) 880' (493')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1	1⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C						RVR 55 or 1	1¼	1⅜

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½

TERPS AMEND 2B 29 MAY 2014

CHANGES: None.

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29 AUG 14 (22-6)

SEATTLE, WASH RNAV (GPS) Y Rwy 34R

BRIEFING STRIP ™

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

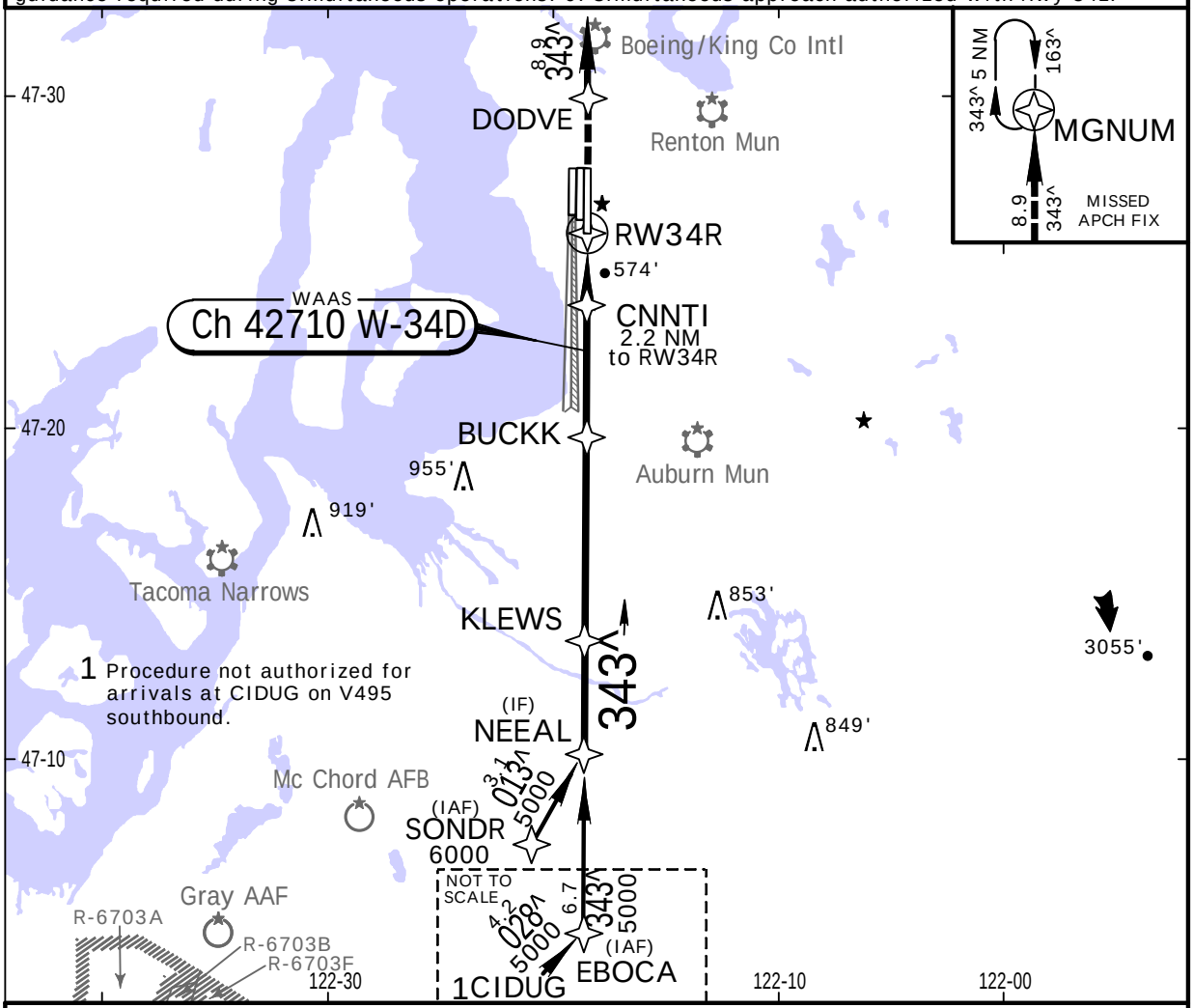
WAAS	Final Apch Crs	Minimum Alt BUCKK	LPV DA(H)	Apt Elev 433'
Ch 42710 W-34D	343^	2200' (1828')	572' (200')	TDZE 372'

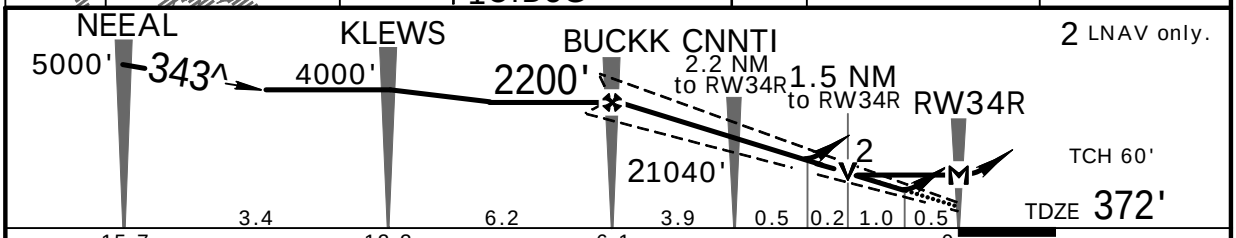
MISSED APCH: Climb to 3000' direct DODVE then climb to 5000' on track 343^ to MGNUM and hold, continue climb-in-hold to 5000'.

6400' MSA RW34R

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8^C (18^F) or above 54^C (130^F). 4. LNAV procedure not authorized during simultaneous operations. 5. Use of FD or AP providing RNAV track guidance required during simultaneous operations. 6. Simultaneous approach authorized with Rwy 34L.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.75^	340	438	486	584	681	778
MAP at RW34R						

MALSR PAPI 3000' DODVE

.TERPS. STRAIGHT-IN LANDING RWY 34R

	LPV DA(H) 572' (200')		LNAV/VNAV DA(H) 915' (543')		LNAV MDA(H) 840' (468')		
	RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out	
A					RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B	RVR 24 or ½	RVR 40 or ¾	1½	2			
C					RVR 50	RVR 60	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½

CHANGES: Transition altitude.

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-20)

SEATTLE, WASH RNAV (RNP) Z Rwy 16L

BRIEFING STRIP ™

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

RNAV	Final Apch Crs	Minimum Alt DGLAS	RNP 0.12 DA(H)	Apt Elev 433' TDZE 433'
	163^	1900' (1467')	767' (334')	

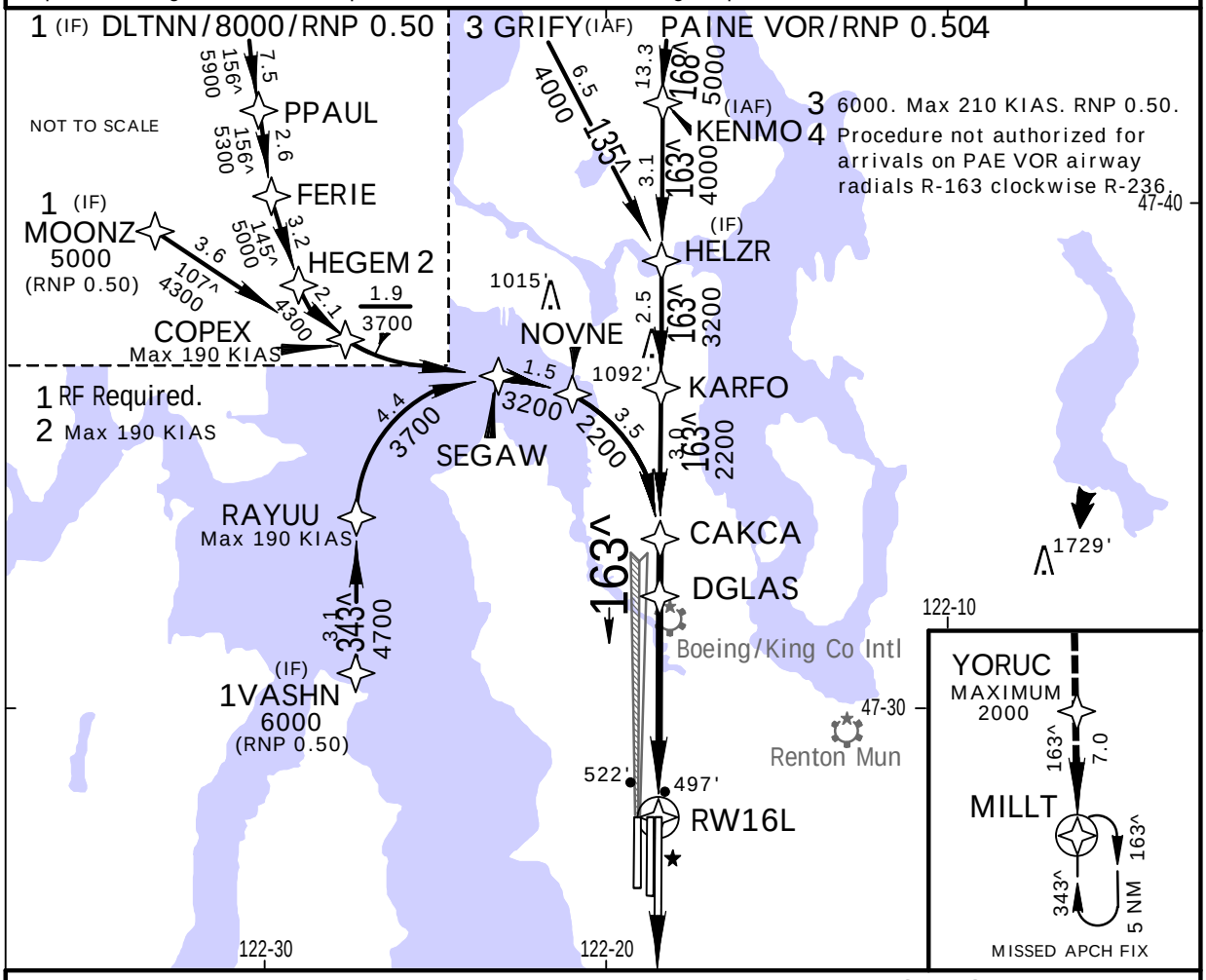
MISSED APCH: Climb direct YORUC to cross YORUC at or below 2000', then climb to 5000' on track 163^ to MILLT and hold, continue climb-in-hold to 5000'.

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

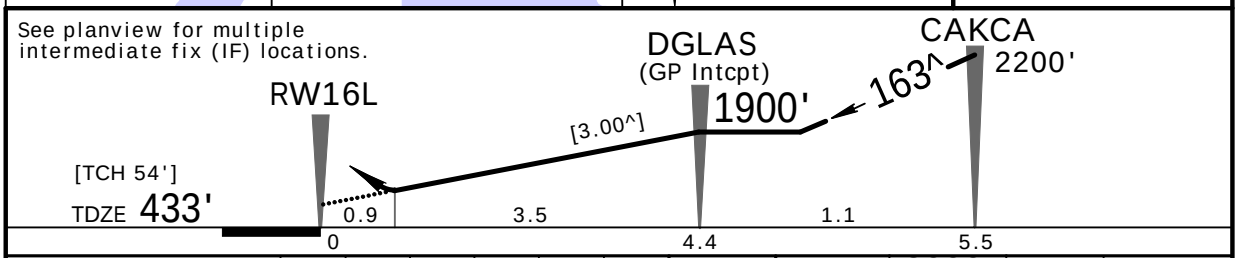
1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 16R except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

6400'

MSA RW16L



See planview for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI 2000' or below D YORUC

.TERPS. STRAIGHT-IN LANDING RWY 16L

	RNP 0.12 DA(H) 767' (334')		RNP 0.30 DA(H) 811' (378')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1⅛	RVR 40 or ¾	1¼
B				
C				

S AMEND 0A 29 MAY 2014

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-21)

SEATTLE, WASH RNAV (RNP) Z Rwy 16C

BRIEFING STRIP ™

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

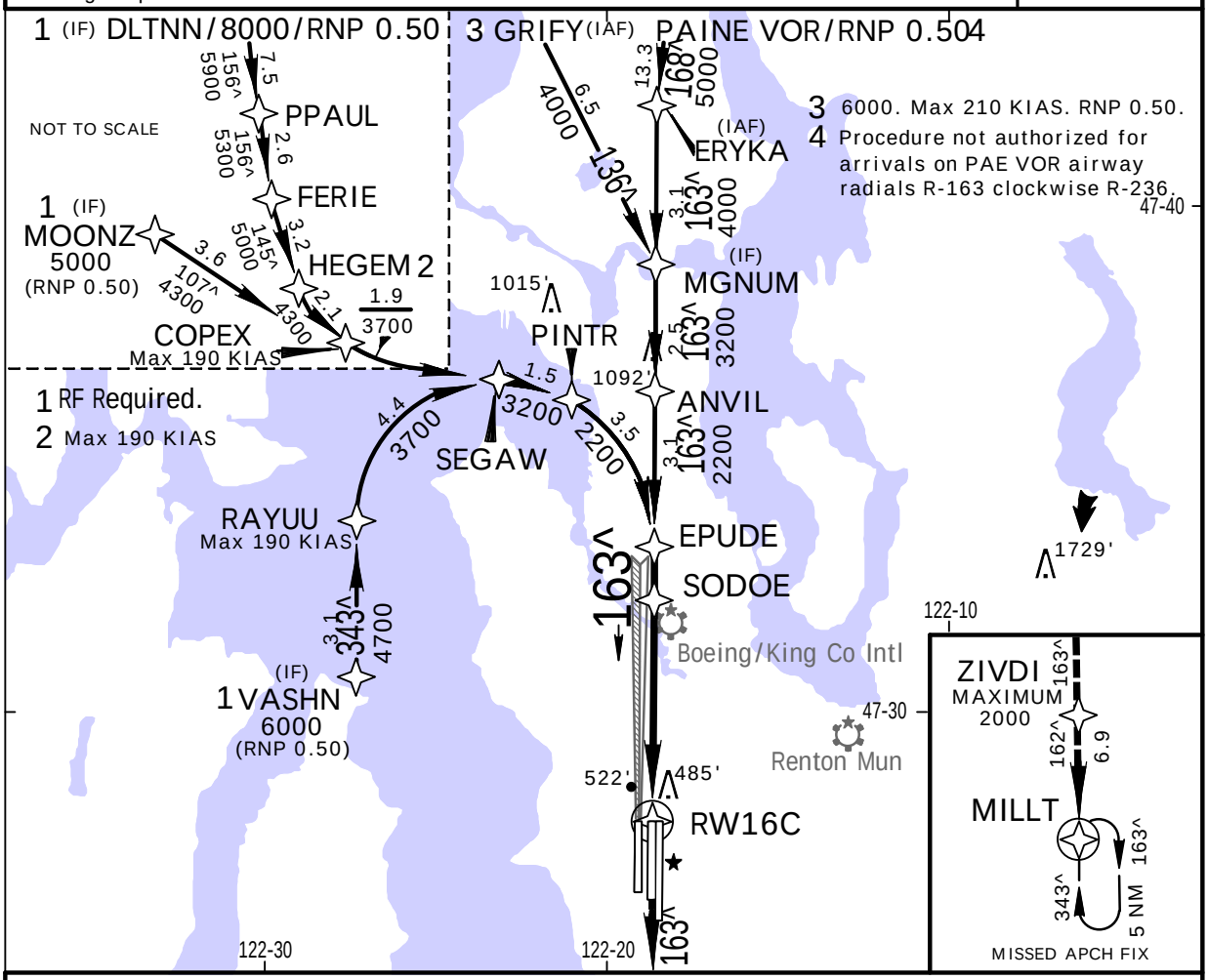
RNAV	Final Apch Crs	Minimum Alt SODOE	RNP 0.12 DA(H)	Apt Elev 433' TDZE 430'
	163^	1900' (1470')	760' (330')	

MISSED APCH: Climb direct ZIVDI to cross ZIVDI at or below 2000', then climb to 5000' on track 162^ to MILLT and hold, continue climb-in-hold to 5000'.

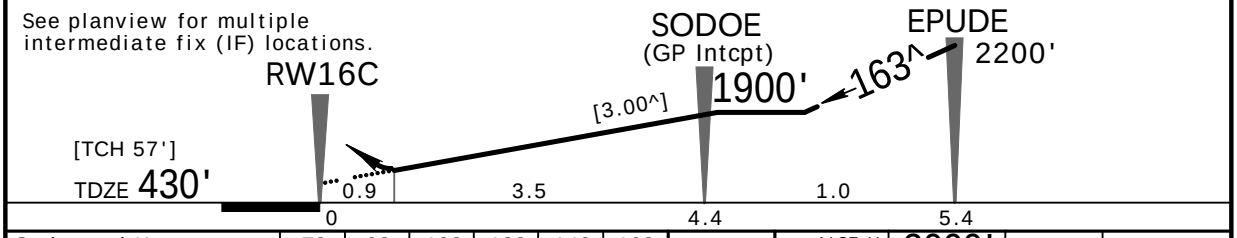
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 16R except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. See 20-9A for Alert Notice. 7. VGSI and RNAV glidepath not coincident.

6400'
MSA RW16C



See planview for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI 2000' or below ZIVDI

.TERPS. STRAIGHT-IN LANDING RWY 16C

	RNP 0.12 DA(H) 760' (330')		RNP 0.30 DA(H) 845' (415')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	1⅜
B				
C				

S AMEND 0B 29 MAY 2014

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KSEA/SEA -TACOMA INTL

JEPPESEN 6 JUN 14 (22-22)

SEATTLE, WASH RNAV (RNP) Z Rwy 16R

BRIEFING STRIP ™

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

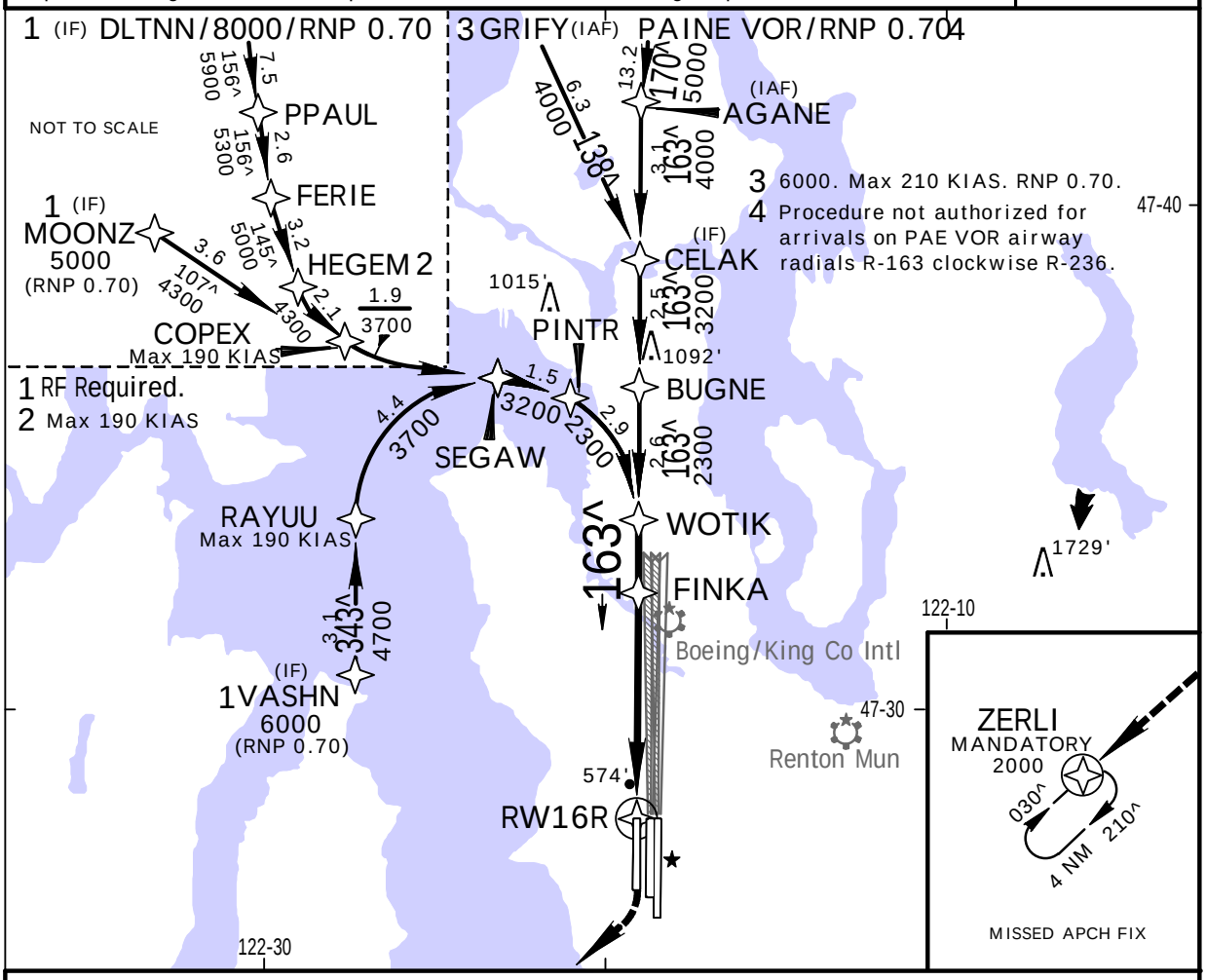
RNAV	Final Apch Crs	Minimum Alt FINKA	RNP 0.30 DA(H)	Apt Elev 433' TDZE 415'
	163^	1900' (1485')	858' (443')	

MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at 2000' and hold. When authorized by ATC, continue climb-in-hold to 5000'.

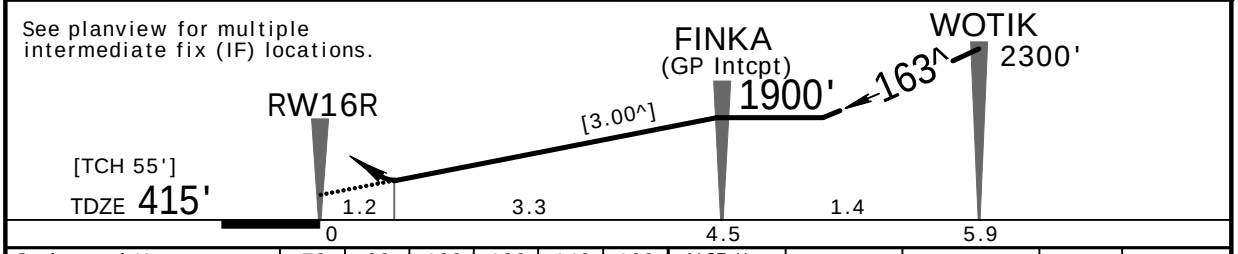
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 16L/C except for arrivals at DLTNN, MOONZ and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

6400'
MSA RW16R



See planview for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI | 900' | MANDATORY 2000' RT | D | ZERLI

.TERPS.

STRAIGHT-IN LANDING RWY 16R
RNP 0.30
DA(H) 858' (443')

		ALS out
A	RVR 50 or 1	1½
B		
C		

CHANGES: THRE TO TDZE.

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KSEA/SEA -TACOMA INTL

JEPPESEN

6 JUN 14 (22-23)

SEATTLE, WASH RNAV (RNP) Z Rwy 34L

BRIEFING STRIP ™

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

RNAV	Final Apch Crs	Minimum Alt JALON	RNP 0.30 DA(H)	Apt Elev 433' TDZE 379'
	343^	2400' (2021')	794' (415')	

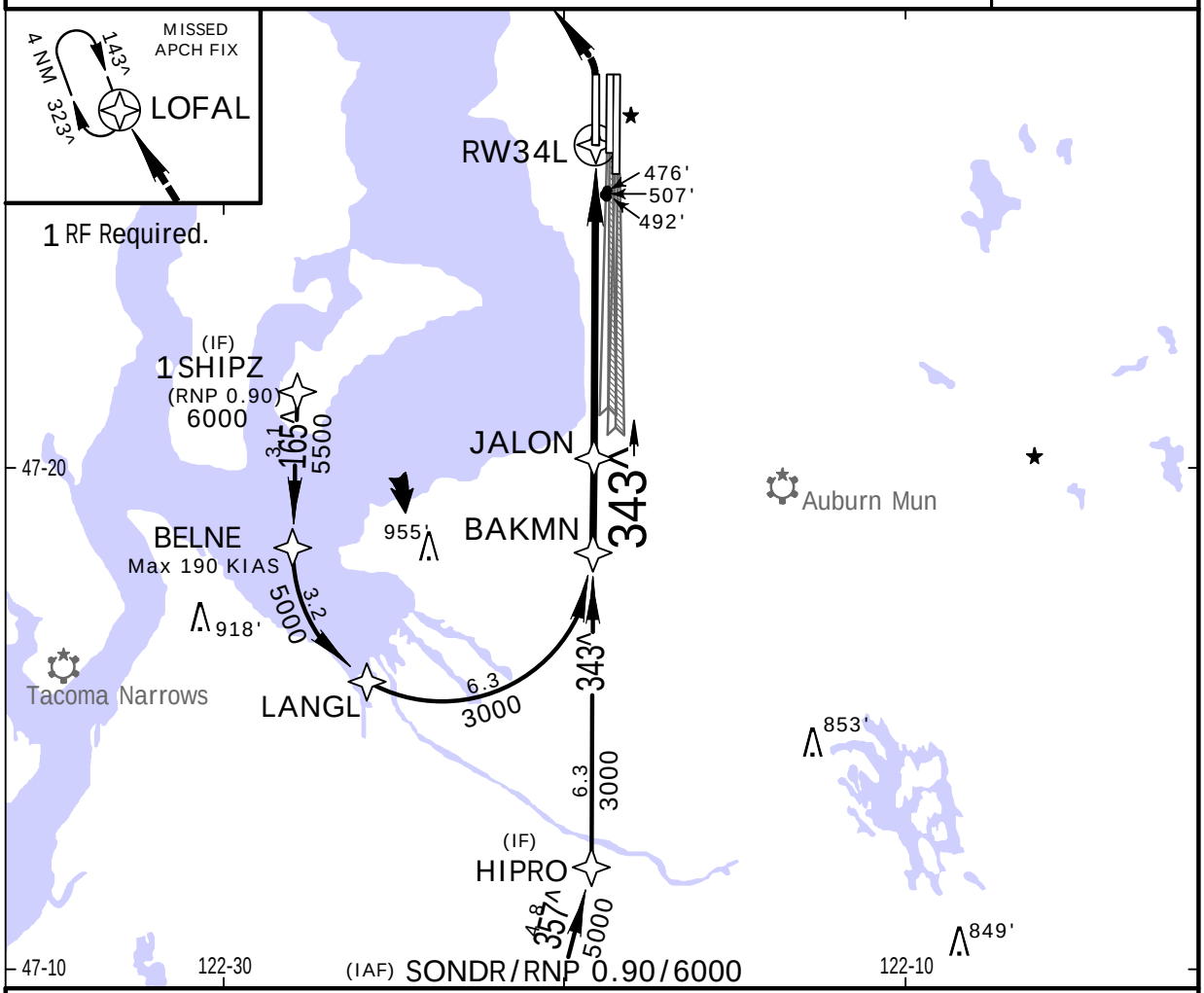
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.

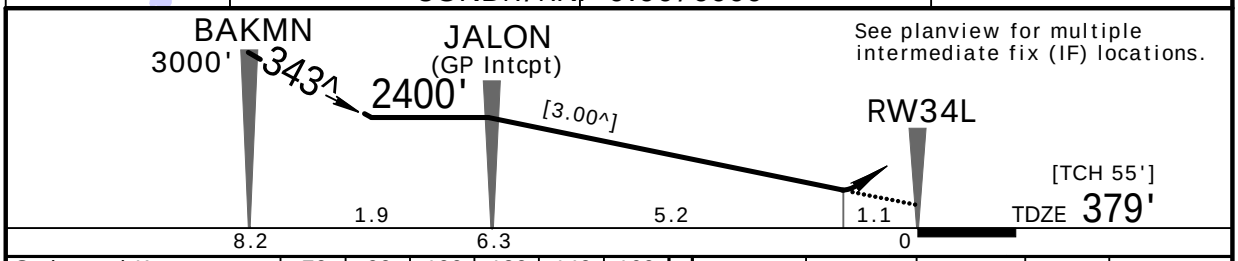
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 34C/R except for arrival at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

6400'

MSA RW34L





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

MALSR PAPI 900' 5000' LT D LOFAL

.TERPS.

STRAIGHT-IN LANDING RWY 34L
RNP 0.30
DA(H) 794' (415')

	RAIL out	ALS out
A B C	RVR 45 or 7/8	RVR 50 or 1

CHANGES: TAKE-OFF DZ, minimums.

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JEPPESEN 6 JUN 14 (22-24)

SEATTLE, WASH RNAV (RNP) Z Rwy 34C

BRIEFING STRIP ™

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

RNAV	Final Apch Crs	Minimum Alt TIFYS	RNP 0.30 DA(H)	Apt Elev 433' TDZE 387'
	343^	2400' (2013')	811' (424')	

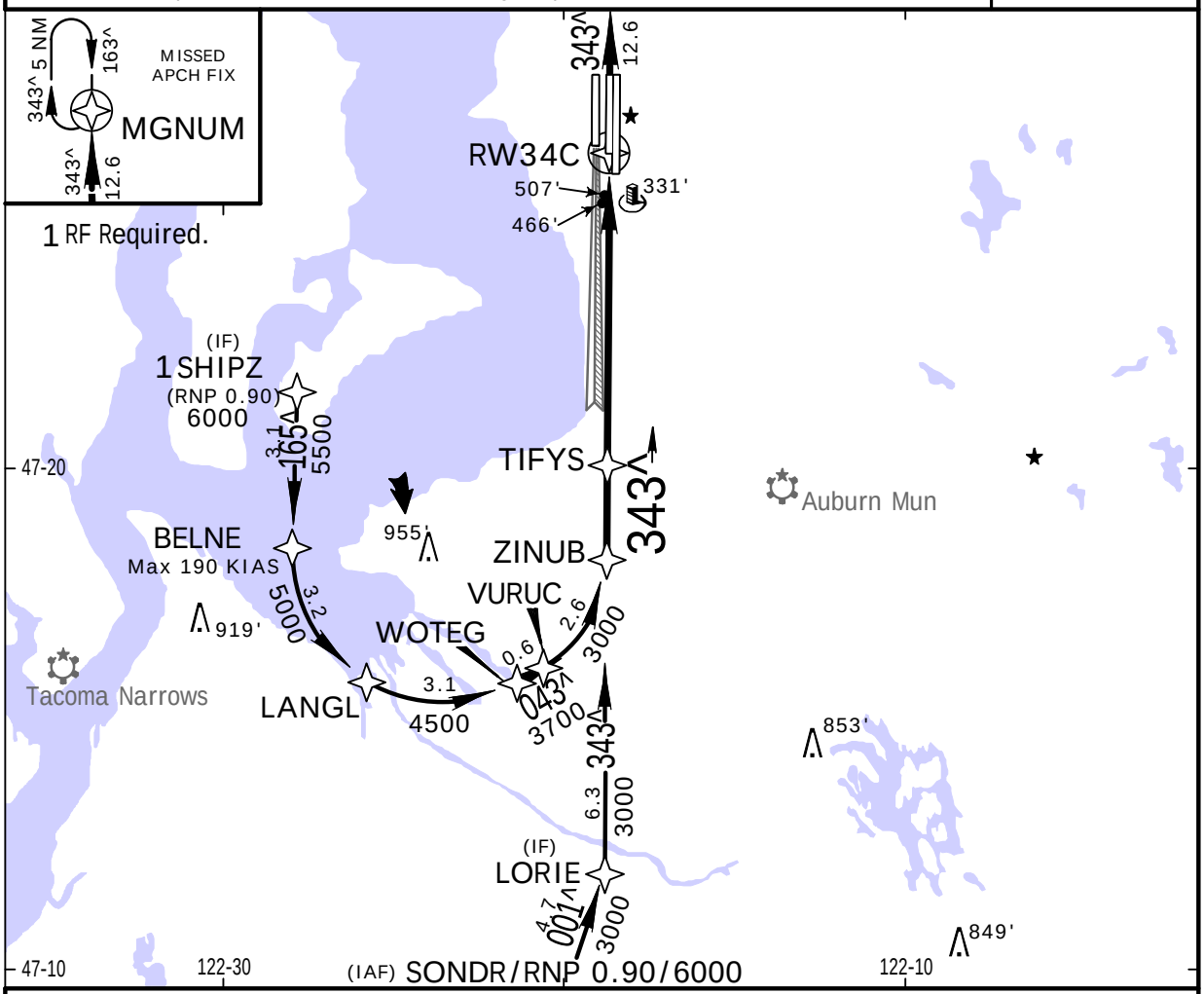
MISSED APCH: Climb to 5000' on track 343^ to MGNUM and hold, continue climb-in-hold to 5000'.

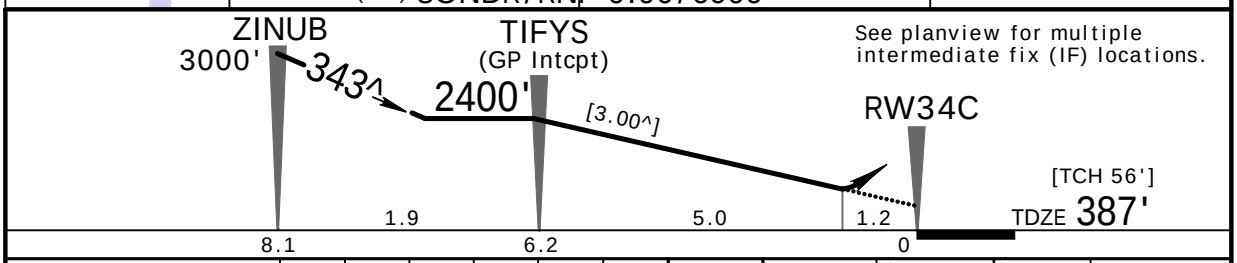
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 34L except for arrival at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

6400'

MSA RW34C





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

MALSR PAPI 5000' on 343^ MGNUM

.TERPS.

STRAIGHT-IN LANDING RWY 34C
RNP 0.30
DA(H) 811' (424')

	RAIL out	ALS out
A		
B		
C	RVR 50 or 1	1⅜

S AMEND 0A 29 MAY 2014

CHANGES: TIME TO TDZE, minimums.
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JEPPESEN 6 JUN 14 (22-25)

SEATTLE, WASH RNAV (RNP) Z Rwy 34R

BRIEFING STRIP ™

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

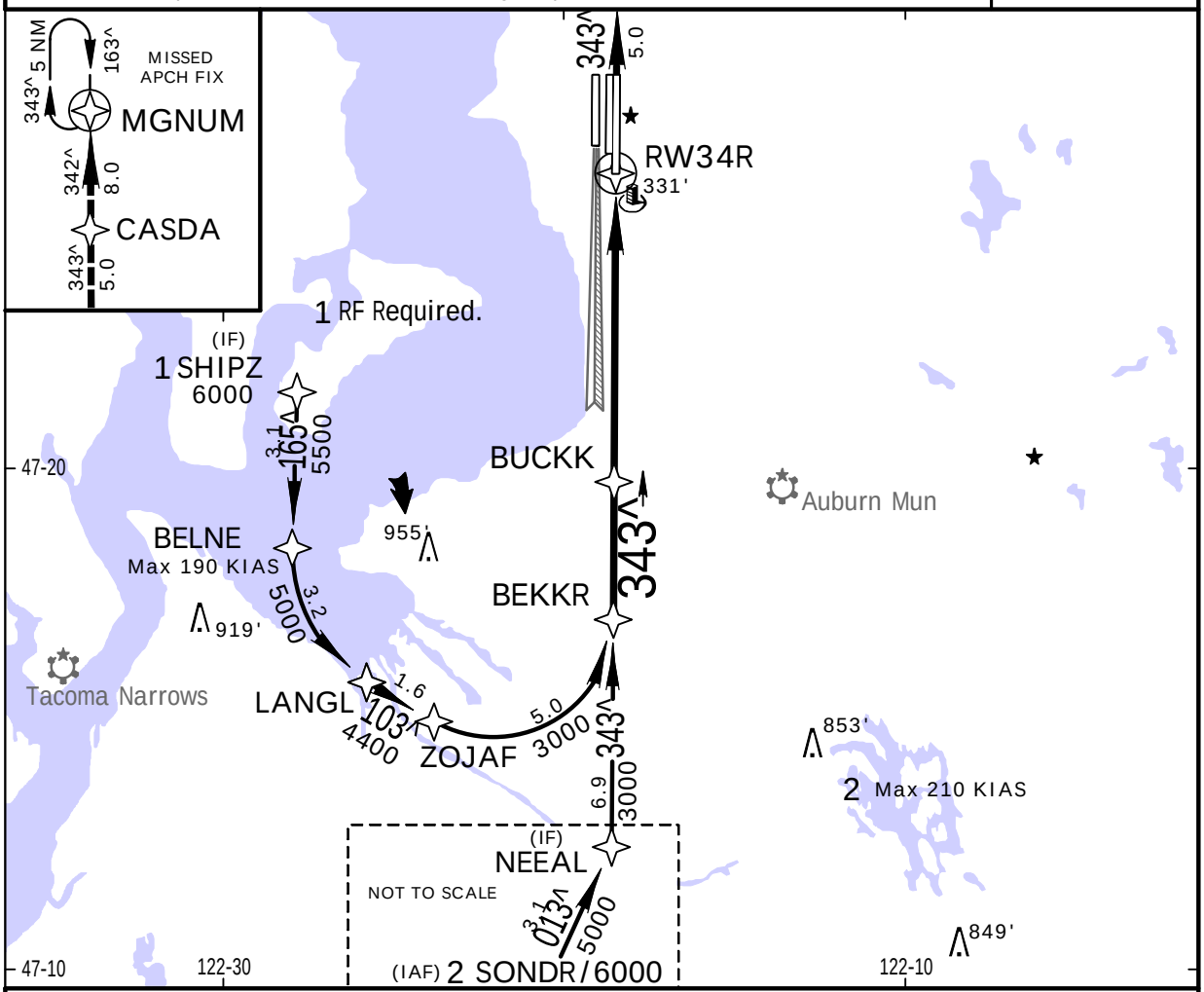
RNAV	Final Apch Crs	Minimum Alt BUCKK	RNP 0.30 DA(H)	Apt Elev 433' TDZE 372'
	343^	2200' (1828')	749' (377')	

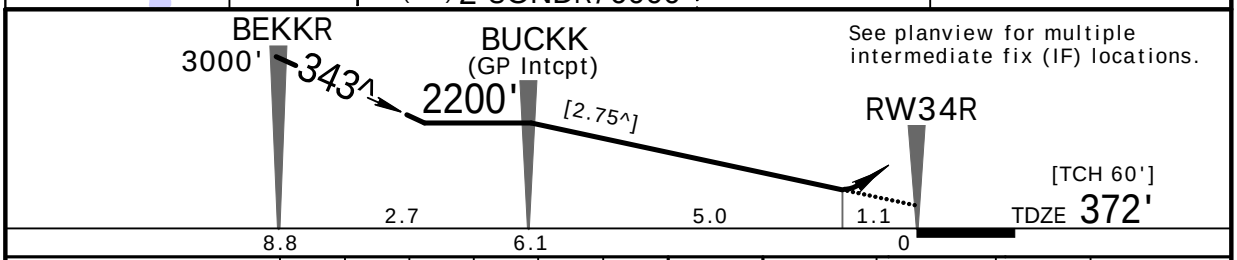
MISSED APCH: Climb to 5000' direct CASDA and on track 342^ to MGNUM and hold, continue climb-in-hold to 5000'.

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

1. AUTHORIZATION REQUIRED. 2. GPS and Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8^C (18^F) or above 54^C (130^F). 4. Simultaneous approach authorized with Rwy 34L 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.

6400'
MSA RW34R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.75^]	340	438	486	584	681	778
MAP at DA						

MALSR PAPI 5000' D CASDA

.TERPS.

STRAIGHT-IN LANDING RWY 34R
RNP 0.30
DA(H) 749' (377')

	RAIL out	ALS out
A		
B		
C	RVR 45 or 7/8	1 3/8

CHANGES: TDZE to TPKE; minimums.

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KSEA/SEA

-TACOMA INTL

JEPPESEN

24 JUN 11
.Eff.30.Jun.

29-1

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

BRIEFING STRIP ™

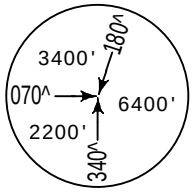
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	121.7

NAVAIDS- See Planview	Final Apch Crs	No FAF	Ceil-Vis	Apt Elev
	163^		3100'-4	433'

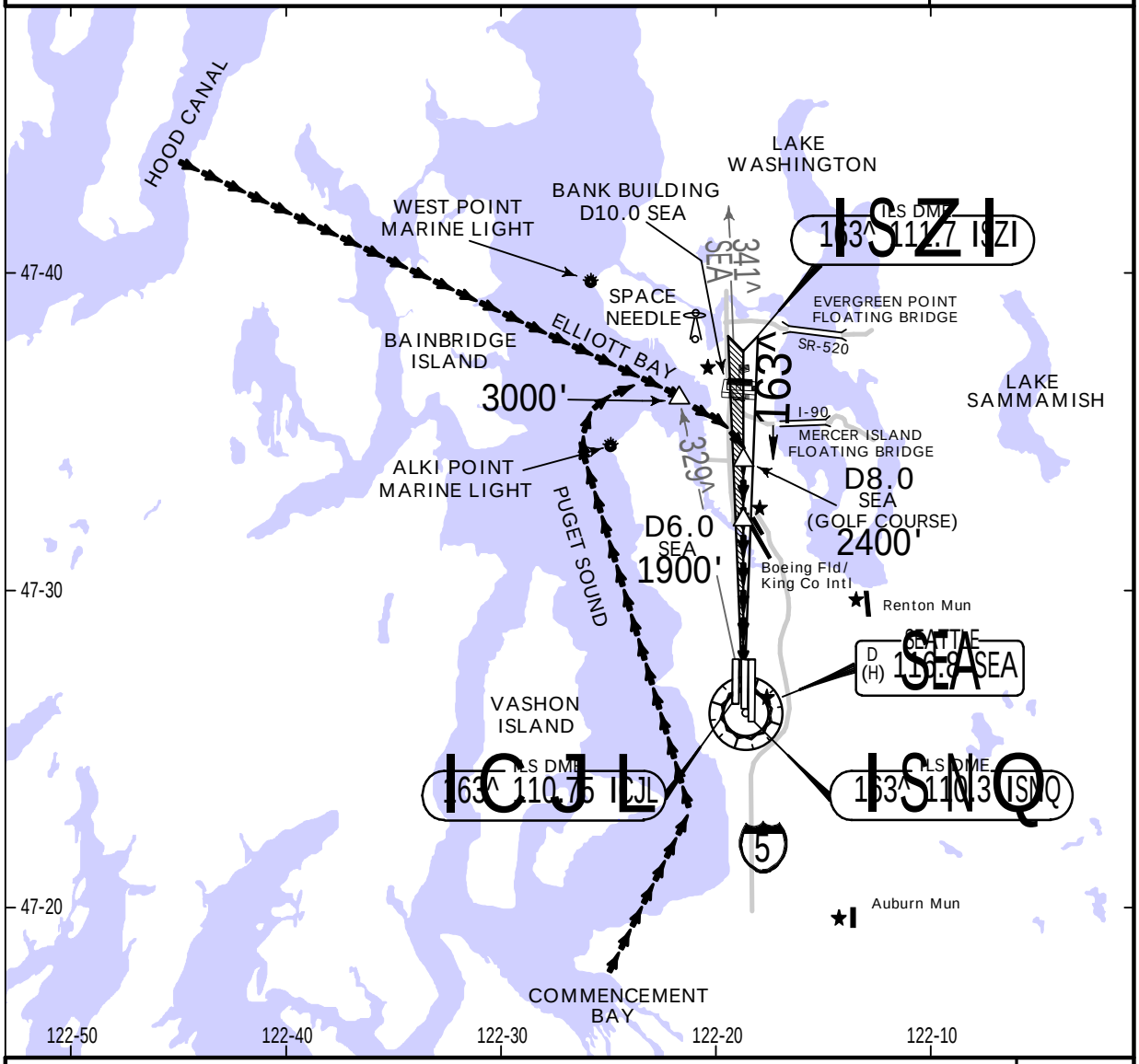
MISSED APCH: No missed approach procedure.

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

1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00^), LOC ISZI (GS 3.00^), LOC ISNQ (GS 3.00^). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.



MSA SEA VOR



Lighting - Refer to Airport Chart

BAY VISUAL APPROACH Rwy 16R/C/L

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

WEATHER MINIMUMS

Ceiling 3100' - VIS 4

CS AMEND 5 10 MAR 2011

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-TACOMA INTL

JEPPESEN

24 JUN 11
.Eff.30.Jun.

29-2

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

BRIEFING STRIP ™

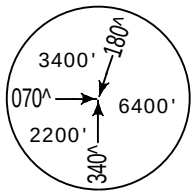
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower	Ground
118.0	133.65	Rwys 16C/34C, 16L/34R 119.9 Rwys 16R/34L 120.95	121.7

NAVAIDS- See Planview	Final Apch Crs	No FAF	Ceil-Vis	Apt Elev
	163^		5000'-4	433'

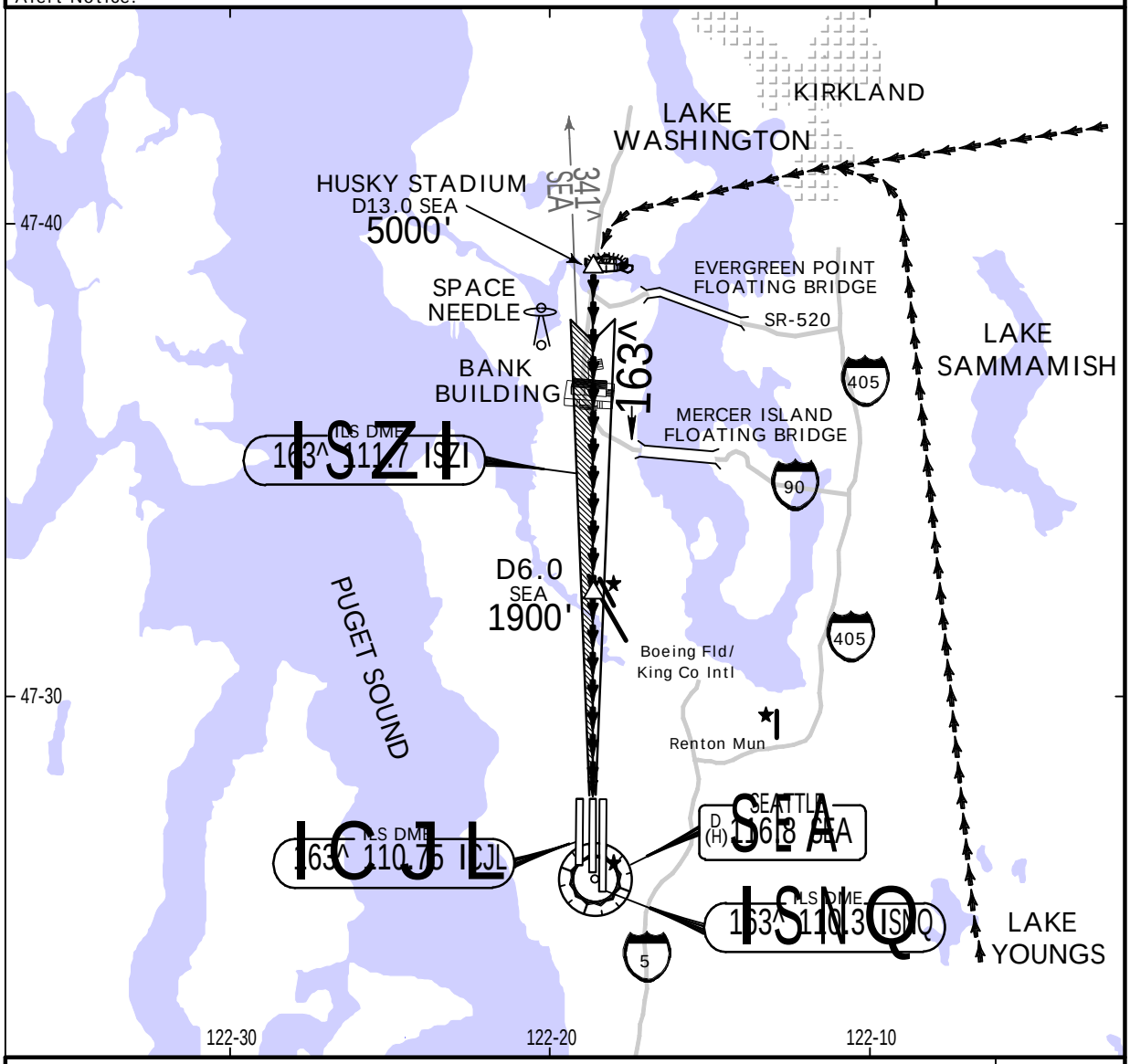
MISSED APCH: No missed approach procedure.

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

1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00^), LOC ISZI (GS 3.00^), LOC ISNQ (GS 3.00^). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.



MSA SEA VOR



Lighting - Refer to Airport Chart

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

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KSEA/SEA

-TACOMA INTL

JEPPESEN

24 JUN 11
.Eff.30.Jun.

29-3

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

BRIEFING STRIP ™

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

NAVAIDS- See Planview	Final Apch Crs	No FAF	CEIL-VIS	Apt Elev
	343^		3100'-7	433'

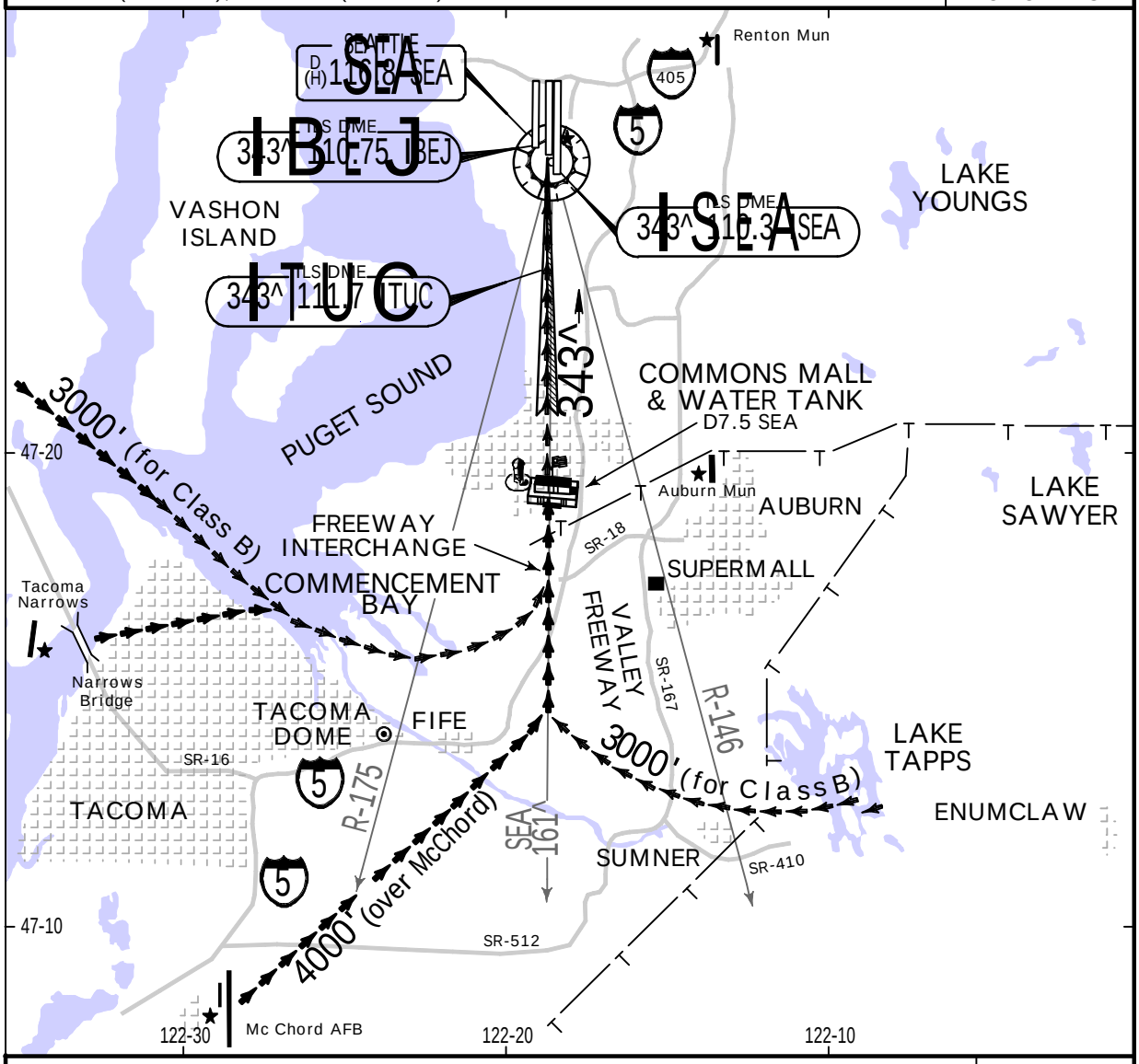
MISSED APCH: No missed approach procedure.

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^).

3400' 180^ 070^ 6400' 2200' 340^

MSA SEA VOR



Lighting - Refer to Airport Chart

MALL VISUAL APPROACH Rwy 34R/C/L

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of Runway 34R/C/L. Turn final before or over the interchange of State Route 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the COMMONS MALL and WATER TANK (D7.5 SEA) and proceed visually to Runway 34R/C/L.

WEATHER MINIMUMS

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PS AMEND 6 10 MAR 2011

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