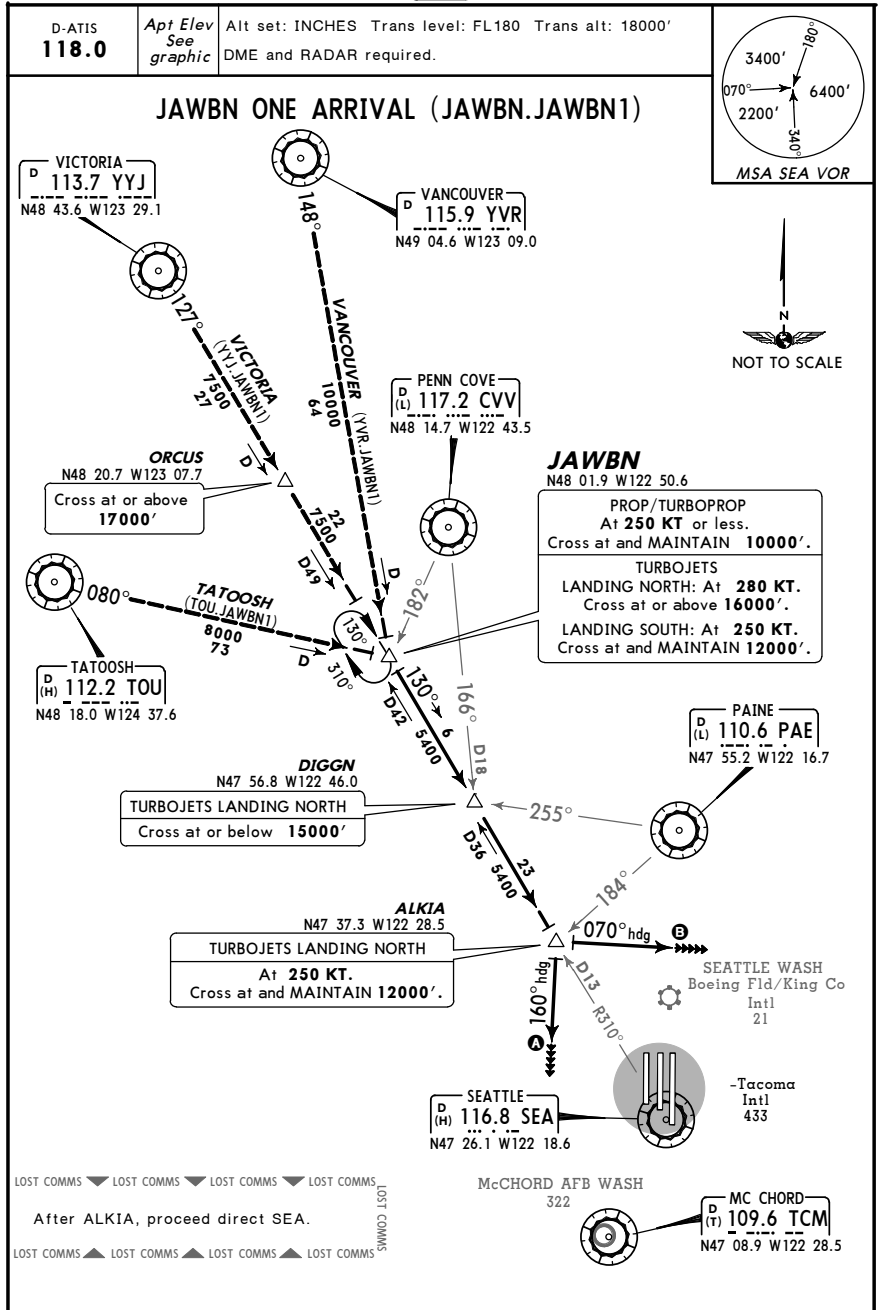


KSEA/SEA
-TACOMA INTL

JEPPESEN
14 NOV 08 (20-2C) Eff 20 Nov

SEATTLE, WASH
STAR



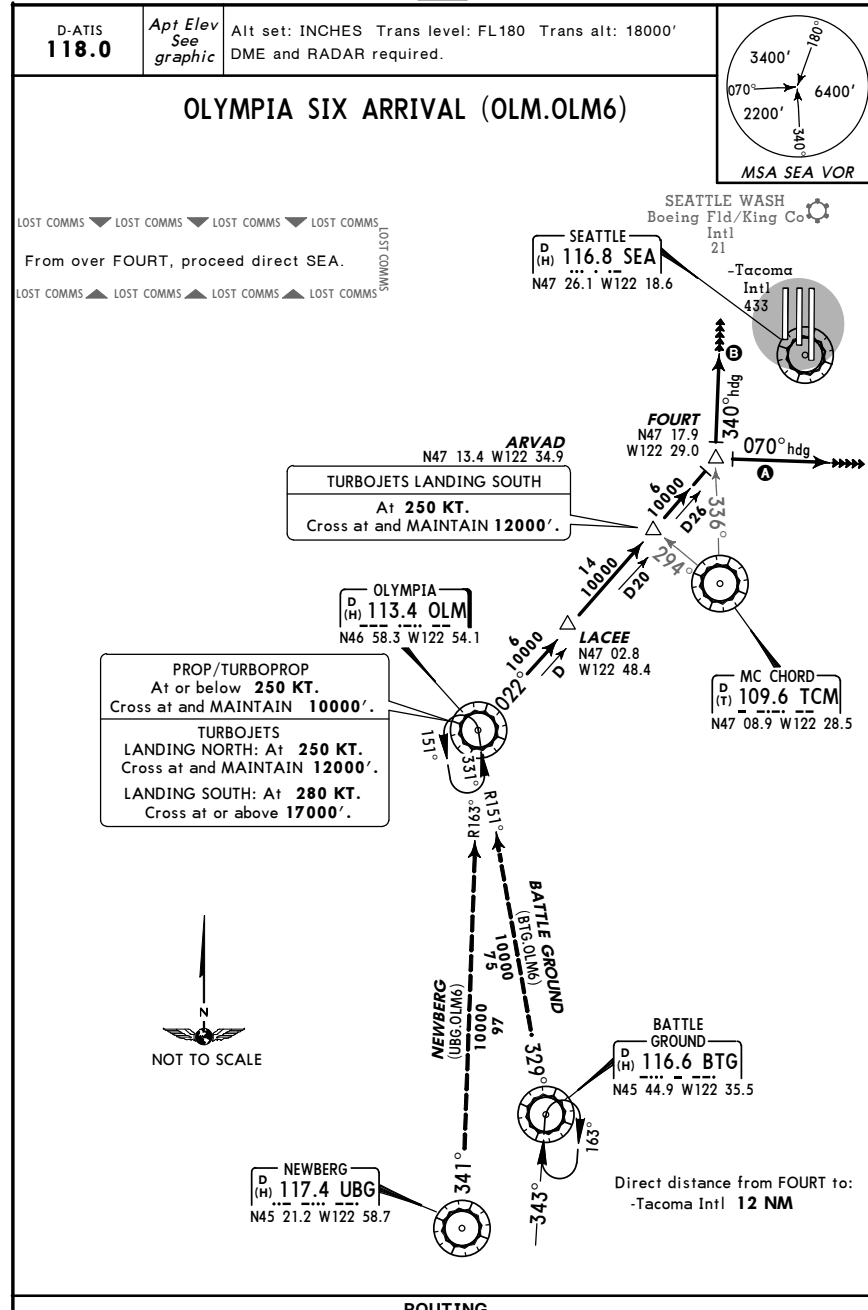
ROUTING	
From over JAWBN via SEA R-310 to DIGGN, then via SEA R-310 to ALKIA.	
LANDING	
NORTH	A Depart ALKIA heading 160° for vectors to final approach course.
SOUTH	B Depart ALKIA heading 070° for vectors to final approach course.

CHANGES: MSA, runways 16R/34L added. © JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

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-TACOMA INTL

JEPPESEN
14 NOV 08 (20-2D) Eff 20 Nov

SEATTLE, WASH
STAR

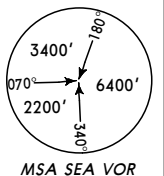


ROUTING	
From over OLM via OLM R-022 to LACEE, then via OLM R-022 to ARVAD, then via OLM R-022 to FOURT.	
LANDING	
NORTH	A Depart FOURT heading 070° for vectors to final approach course.
SOUTH	B Depart FOURT heading 340° for vectors to final approach course.

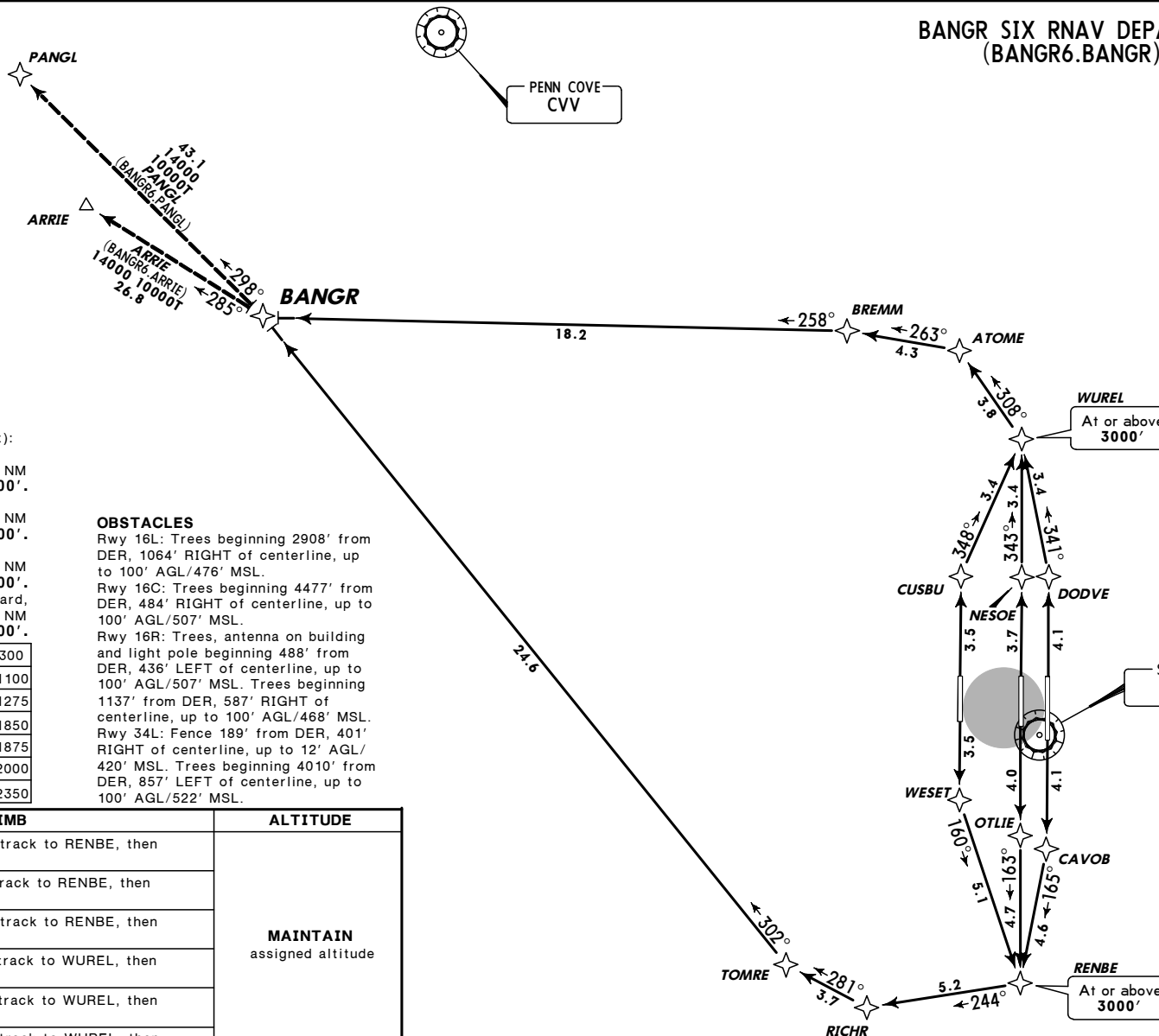
CHANGES: MSA, runways 16R/34L added. © JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

KSEA/SEA
-TACOMA INTL

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 Rwy 16L/C/R: PAE and TCM DMEs must be operational, additionally CVV DME must be operational for PANGL transition. 5. For non-GPS equipped aircraft departing Rwy 34L/C/R: PAE and SEA DMEs must be operational, additionally CVV DME must be operational for ARRIE and PANGL transitions.
--	-------------------------	---	--



BANGR SIX RNAV DEPARTURE
(BANGR6.BANGR)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to **10000'**. ATC climb of 400' per NM to **3000'**.
 Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to **10000'**. ATC climb of 375' per NM to **3000'**.
 Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to **10000'**. ATC climb of 370' per NM to **3000'**.
 Rwy 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 255' per NM to **10000'**. ATC climb of 470' per NM to **3700'**.

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.

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
370' per NM	463	617	925	1233	1542	1850
375' per NM	469	625	938	1250	1563	1875
400' per NM	500	667	1000	1333	1667	2000
470' per NM	588	783	1175	1567	1958	2350

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb direct to CAVOB, then via 165° track to RENBE, then via depicted route to BANGR.	MAINTAIN assigned altitude
16C	Climb direct to OTLIE, then via 163° track to RENBE, then via depicted route to BANGR.	
16R	Climb direct to WESET, then via 160° track to RENBE, then via depicted route to BANGR.	
34L	Climb direct to CUSBU, then via 348° track to WUREL, then via depicted route to BANGR.	
34C	Climb direct to NESOE, then via 343° track to WUREL, then via depicted route to BANGR.	
34R	Climb direct to DODVE, then via 341° track to WUREL, then via depicted route to BANGR.	

ROUTING

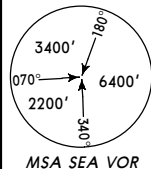
Via transition. EXPECT filed altitude/flight level 15 NM from SEA.

KSEA/SEA
 -TACOMA INTL

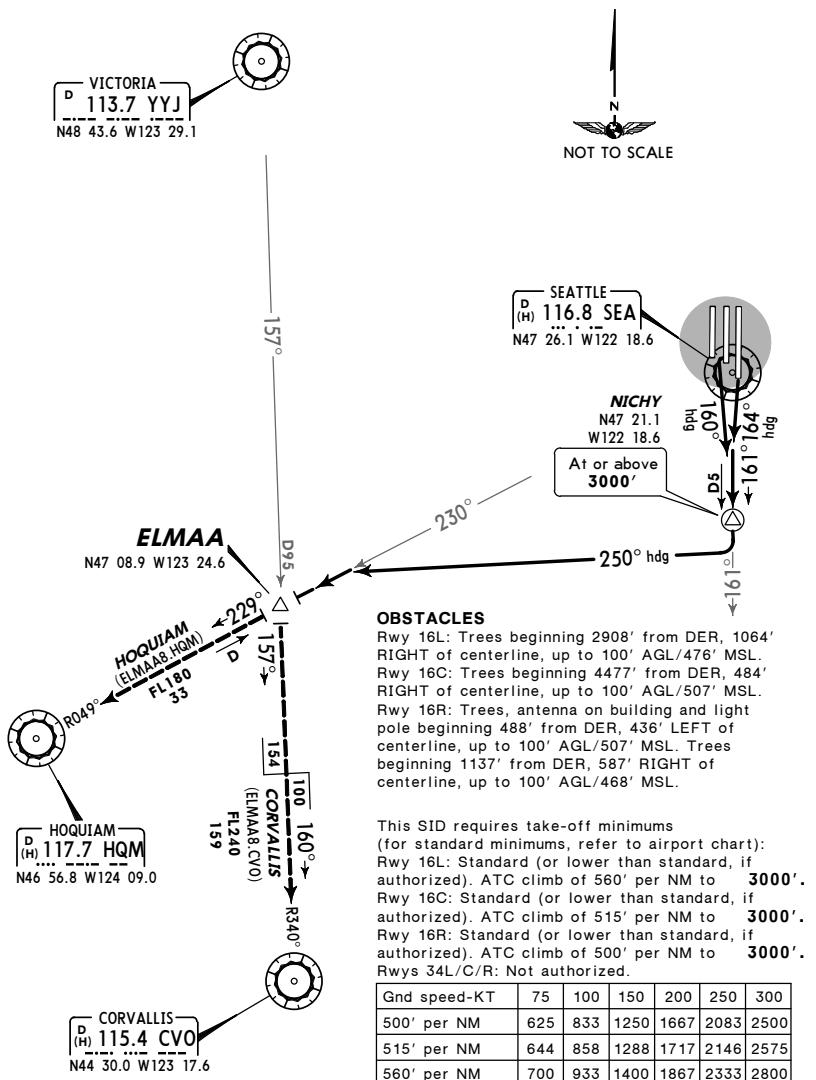
JEPPESEN
 9 JAN 09 (20-3A)

SEATTLE, WASH
SID

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



ELMAA EIGHT DEPARTURE (ELMAA8.ELMAA)



RWY	INITIAL CLIMB
16L	Climb heading 164° and SEA R-161 to NICHY.
16C/R	Climb heading 160° and SEA R-161 to NICHY.

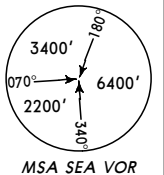
ROUTING
 Then RIGHT turn heading 250° to intercept SEA R-230 to ELMAA, then via transition/assigned route. EXPECT filed altitude/flight level 15 NM from SEA.

KSEA/SEA
-TACOMA INTL

JEPPesen SEATTLE, WASH
 14 NOV 08 (20-3B) Eff 20 Nov RNAV SID

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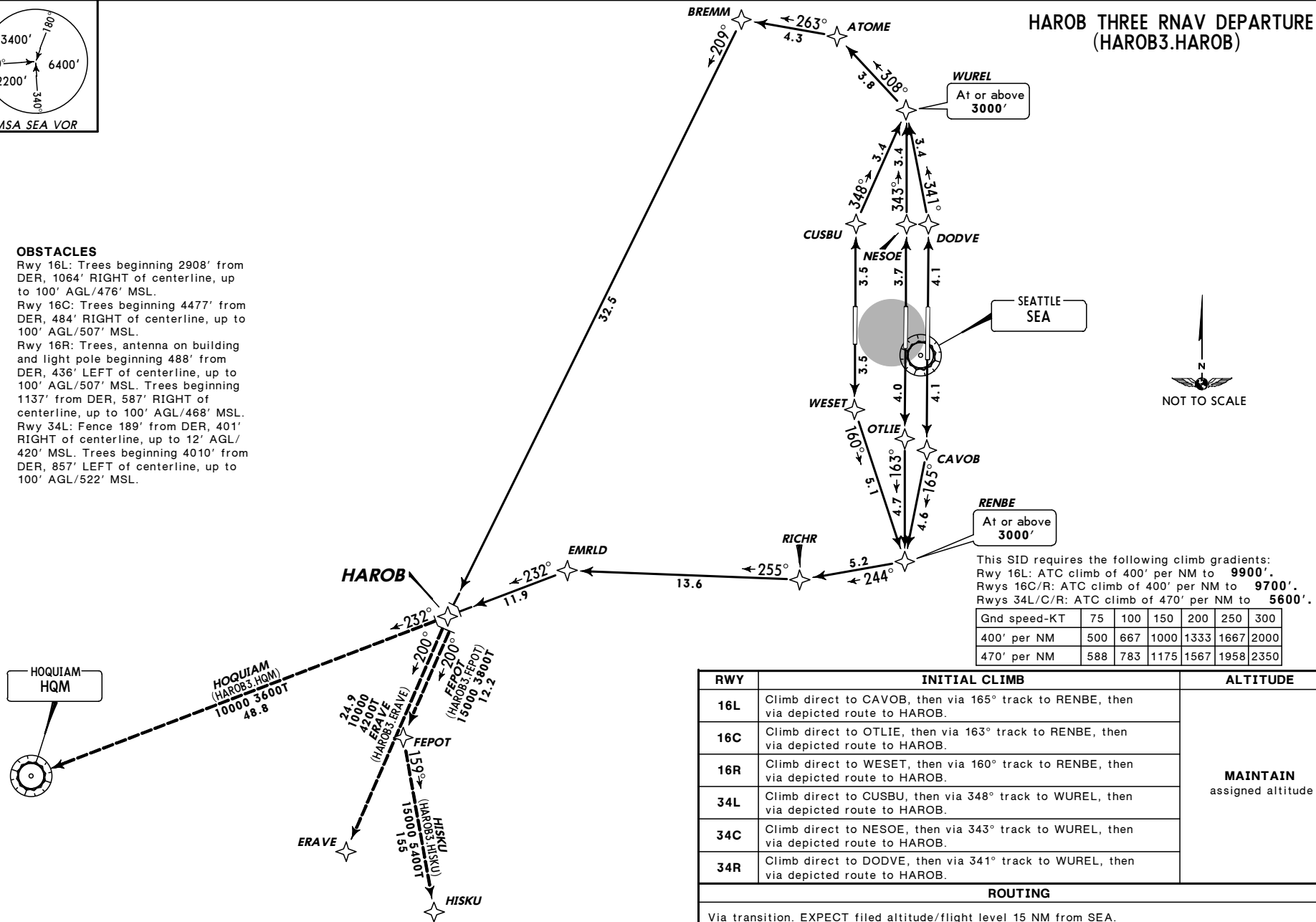
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft departing Rwy 16L/C/R: HQM and TCM DMEs must be operational, additionally OLM DME must be operational for HOQUIAM transition, and ONP DME must be operational for HISKU transition.
5. For non-GPS equipped aircraft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



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.

**HAROB THREE RNAV DEPARTURE
 (HAROB3.HAROB)**



This SID requires the following climb gradients:
 Rwy 16L: ATC climb of 400' per NM to **9900'**.
 Rwy 16C/R: ATC climb of 400' per NM to **9700'**.
 Rwy 34L/C/R: ATC climb of 470' per NM to **5600'**.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
470' per NM	588	783	1175	1567	1958	2350

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb direct to CAVOB, then via 165° track to RENBE, then via depicted route to HAROB.	MAINTAIN assigned altitude
16C	Climb direct to OTLIE, then via 163° track to RENBE, then via depicted route to HAROB.	
16R	Climb direct to WESET, then via 160° track to RENBE, then via depicted route to HAROB.	
34L	Climb direct to CUSBU, then via 348° track to WUREL, then via depicted route to HAROB.	
34C	Climb direct to NESOE, then via 343° track to WUREL, then via depicted route to HAROB.	
34R	Climb direct to DODVE, then via 341° track to WUREL, then via depicted route to HAROB.	

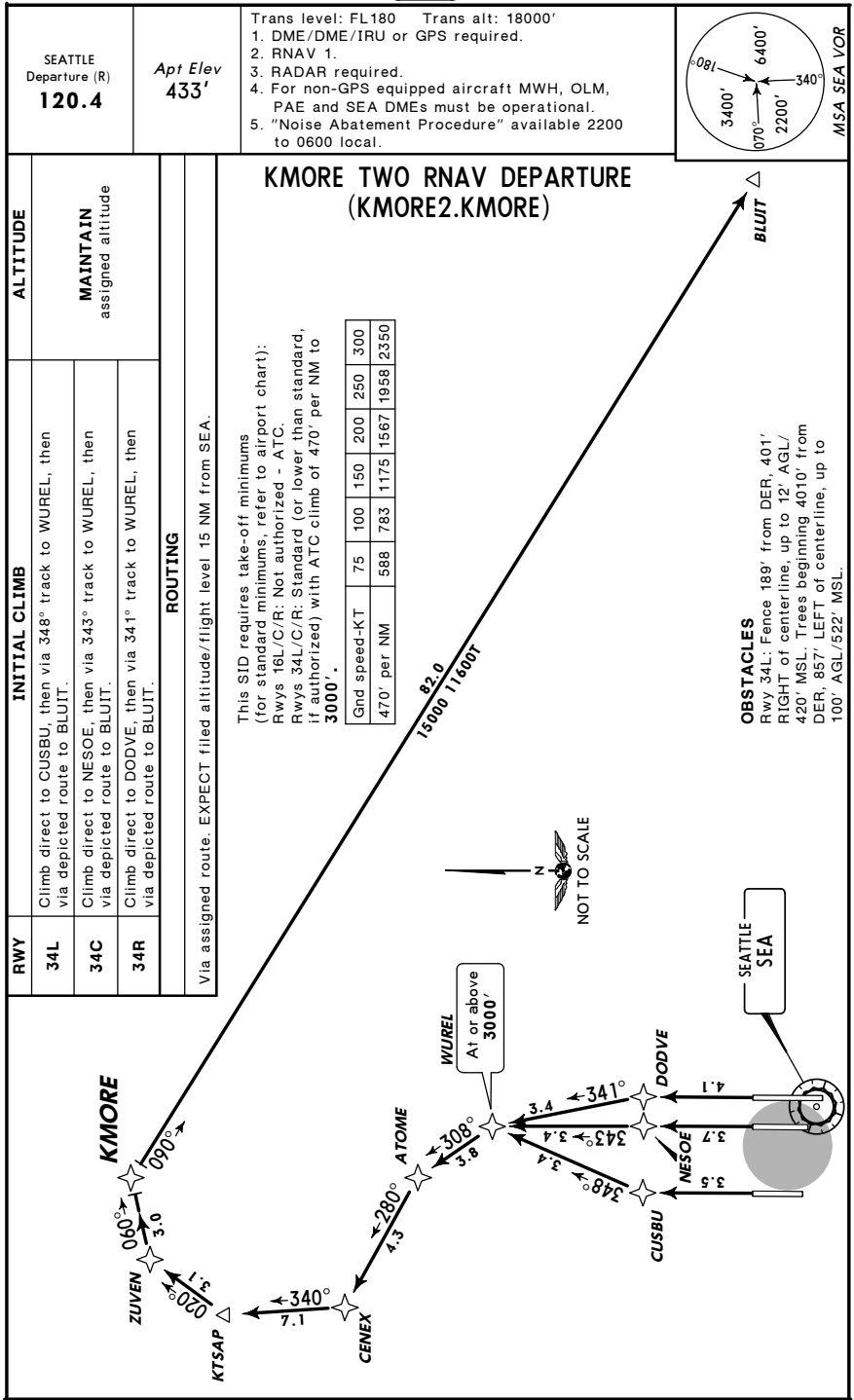
ROUTING

Via transition. EXPECT filed altitude/flight level 15 NM from SEA.

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-TACOMA INTL

JEPPESEN
14 NOV 08 (20-3C) Eff 20 Nov

SEATTLE, WASH
RNAV SID



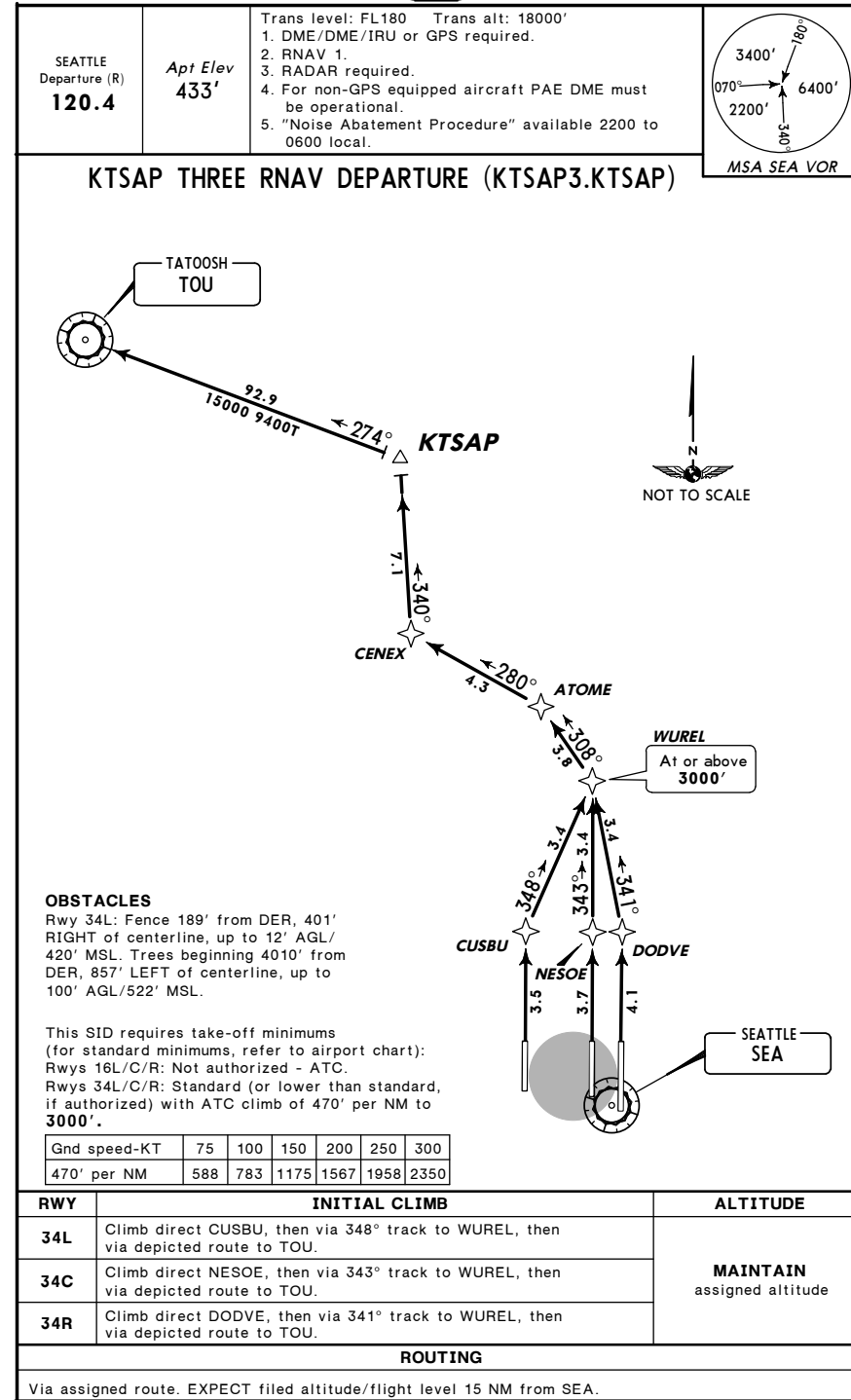
CHANGES: Procedure revised, renumbered, runway 34L added, MSA.

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KSEA/SEA
-TACOMA INTL

JEPPESEN
14 NOV 08 (20-3D) Eff 20 Nov

SEATTLE, WASH
RNAV SID



CHANGES: Procedure revised, renumbered, runway 34L added, MSA.

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KSEA/SEA
 -TACOMA INTL

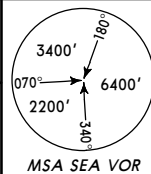
JEPPesen
 9 JAN 09 (20-3E)

SEATTLE, WASH
 SID

SEATTLE
 Departure (R)
119.2

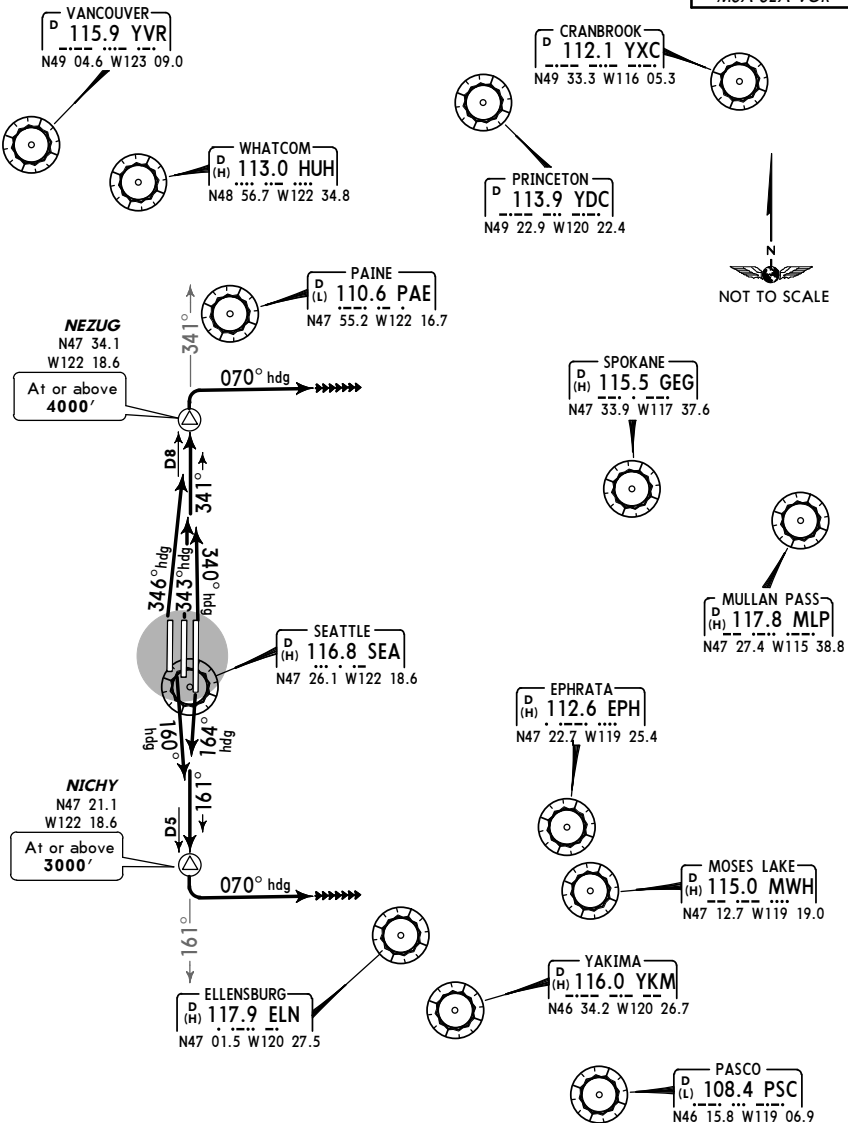
Apt Elev
433'

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

KSEA/SEA
 -TACOMA INTL

JEPPesen
 9 JAN 09 (20-3E-1)

SEATTLE, WASH
 SID

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'**.
 Rws 34L/C/R: Standard (or lower than
 standard, if authorized). ATC climb of 580' per
 NM to **4000'**.

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

OBSTACLES

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

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

ROUTING

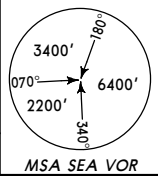
EXPECT altitude/flight level 15 NM from SEA.

KSEA/SEA
-TACOMA INTL

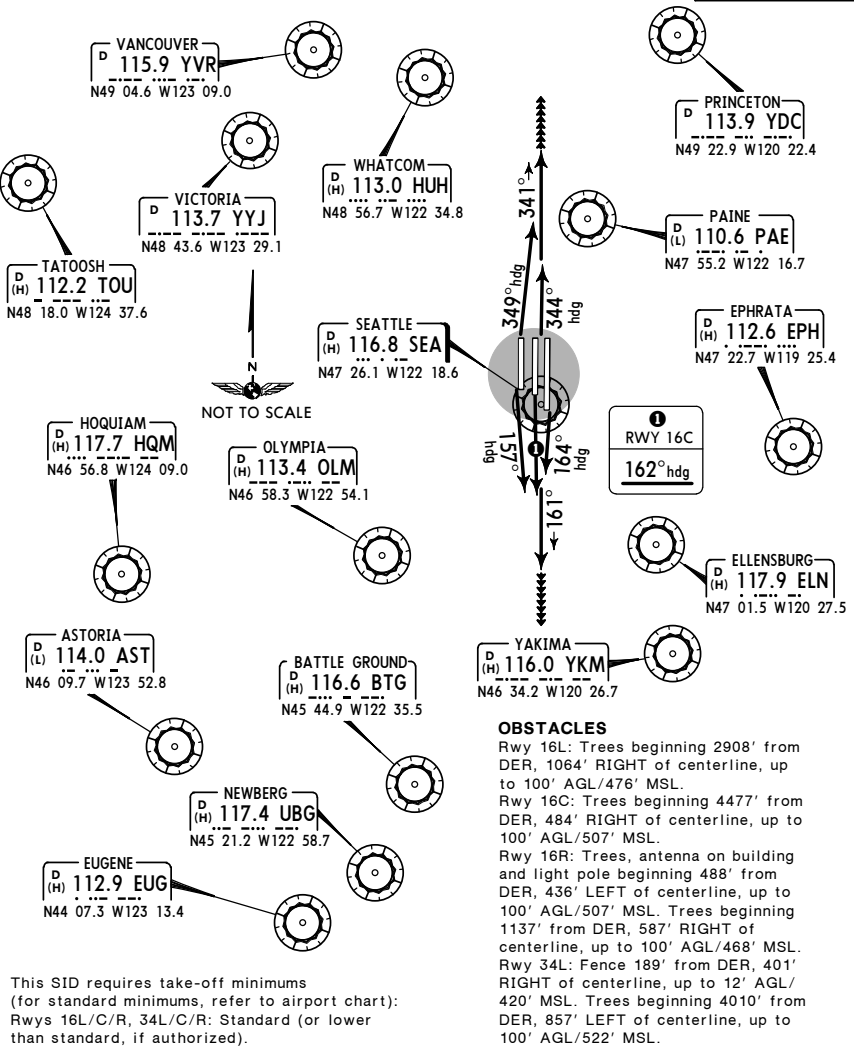
JEPPesen
9 JAN 09 (20-3F)

SEATTLE, WASH
SID

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



SEATTLE FOUR DEPARTURE (SEATL4.SEATL)



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/C	Climb heading 164° and SEA R-161.	MAINTAIN assigned altitude
16C	Climb heading 162° and SEA R-161.	
16R	Climb heading 157° and SEA R-161.	
34L	Climb heading 349° and SEA R-341.	
34C/R	Climb heading 344° and SEA R-341.	

ROUTING

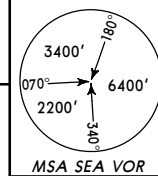
EXPECT RADAR vectors to assigned route.

KSEA/SEA
-TACOMA INTL

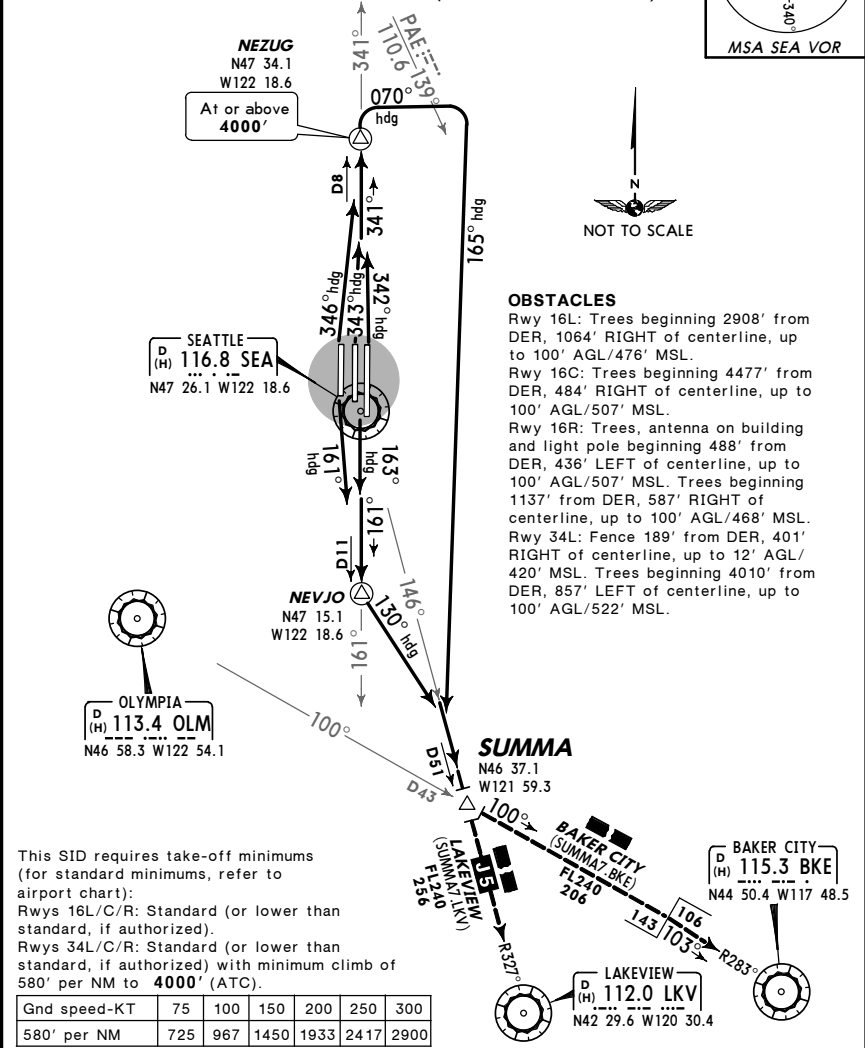
JEPPesen
9 JAN 09 (20-3G)

SEATTLE, WASH
SID

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



SUMMA SEVEN DEPARTURE (SUMMA7.SUMMA)



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

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

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

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

ROUTING

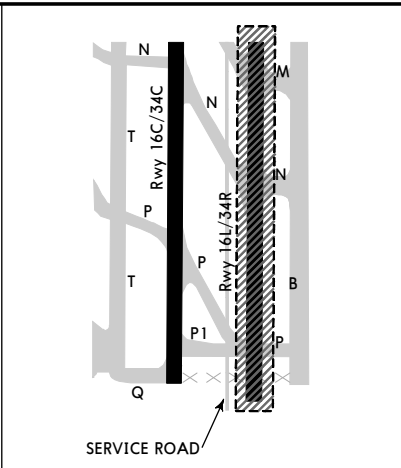
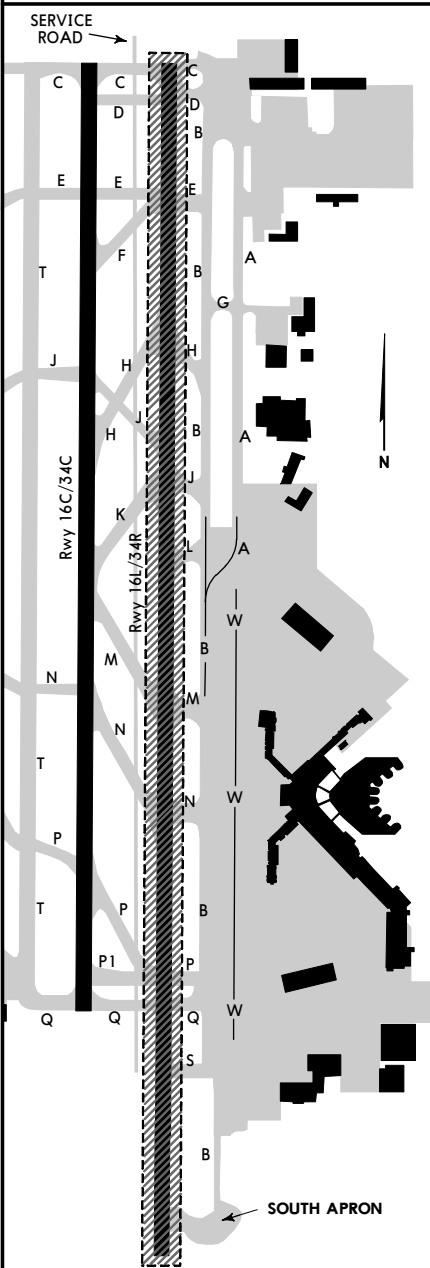
Intercept the SEA R-146 to SUMMA, then via assigned transition.

KSEA/SEA

JEPPESEN
 20 MAR 09 (20-8) Eff 30 Mar

SEATTLE, WASH
 -TACOMA INTL

Seattle-Tacoma Intl 2009 Runway 16L/34R Reconstruction



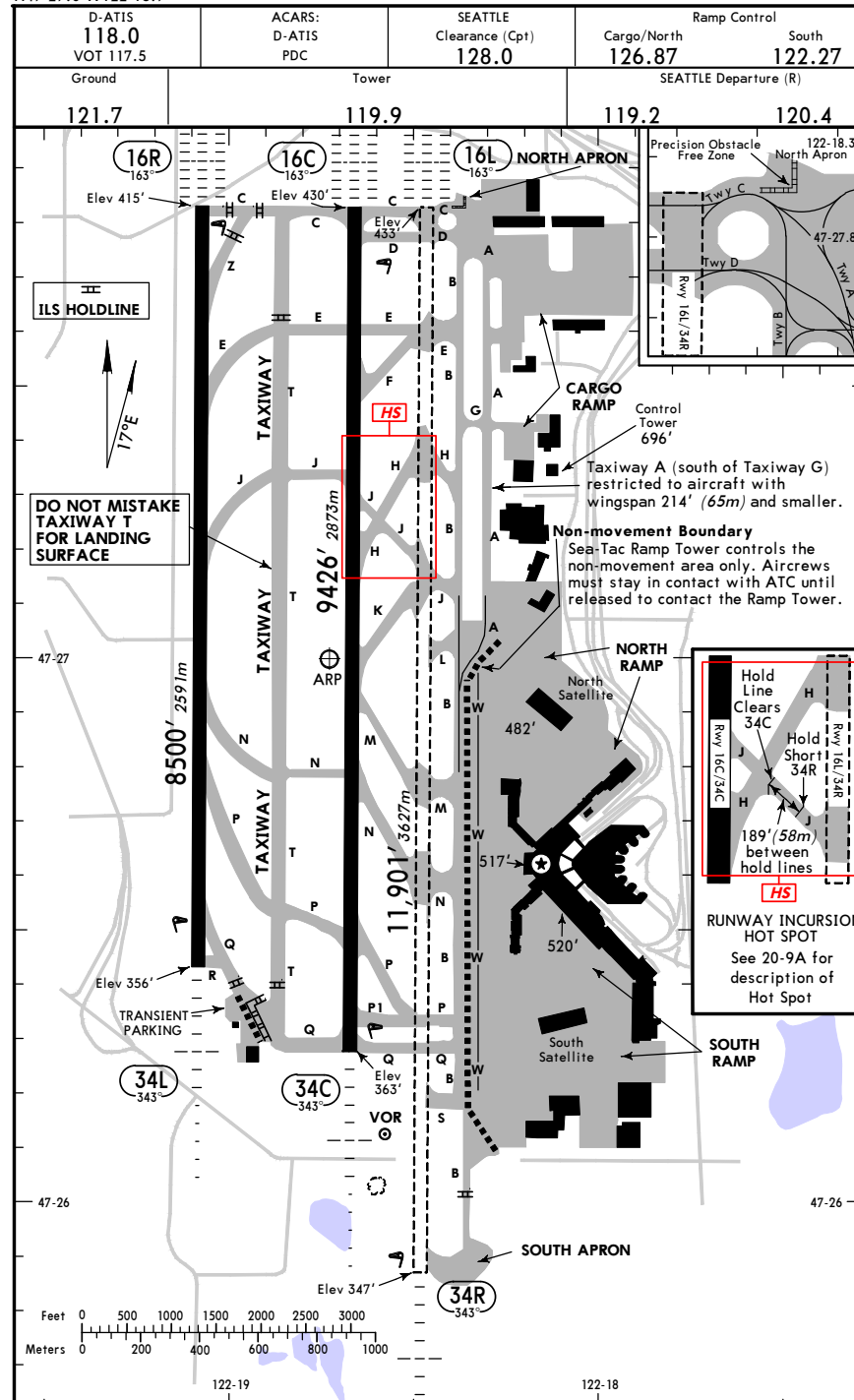
- Runway 16L/34R reconstruction March 30, 2009, 2300L through September 30, 2009, 23:59L. These are estimated construction dates, CHECK NOTAMS FOR UPDATED INFORMATION.
- Phased closures of interconnecting taxiways between 16C/34C and Taxiway B. CHECK NOTAMS FOR SPECIFIC DATES AND TAXIWAYS.
- CAUTION: Numerous vehicles in vicinity of closed runway (16L/34R), connecting taxiways, and service road.
- 34C departures from March 30 through May 16: Taxiway Q closed, there will be two departure options:
 - 1) Depart from intersection of 34C and Taxiway P1. Remaining distance from Taxiway P1 to departure end of 34C is 9,090 feet.
 - 2) Depart full length using Taxiways T and Q (west of 34C).
- P1 open from March 30 through May 16 (check NOTAMS).



KSEA/SEA
 Apt Elev 433'
 N47 27.0 W122 18.7

JEPPESEN
 3 APR 09 (20-9)

SEATTLE, WASH
 -TACOMA INTL



KSEA/SEA

JEPPESEN
 3 APR 09 **(20-9A)**

SEATTLE, WASH
 -TACOMA INTL

ALERT NOTICE
ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
 When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west of and parallel to Runway 16C.
TRANSITION TO VISUAL:
 Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway like appearance while on approach.
RECOMMENDATIONS:
 Aircrews should use visual cues, e.g., approach lighting systems, REILS, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

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.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
16L ① ② 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. ② Closed for construction.

RUNWAY INCURSION HOT SPOT **HS**
 For information only, not to be construed as ATC instructions.
HS Aircraft landing on Runway 34C often exit at Taxiway H and make a sharp right turn onto Taxiway J and line up for crossing Runway 34R to the terminal. In order to execute this maneuver properly, landing aircraft must exit the Rwy 34C safety area with the tail of the aircraft clearing the Rwy 34C hold line, then stop before the nose wheels cross the Rwy 34R hold line. There is only 189' (58m) between the Rwy 34C and Rwy 34R hold lines and aircraft have crossed the Rwy 34R hold line by mistake. This turn is technically demanding for pilots and extreme caution must be used to prevent crossing the Rwy 34R hold line and causing a runway incursion. Be prepared to stop and look carefully at the hold line markings and runway guard lights when executing this turn.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref	STD	
TDZ RVR	Mid RVR	TDZ RVR	Mid RVR		3 & 4 Eng	1 & 2 Eng
5	5	10	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

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

FOR FILING AS ALTERNATE

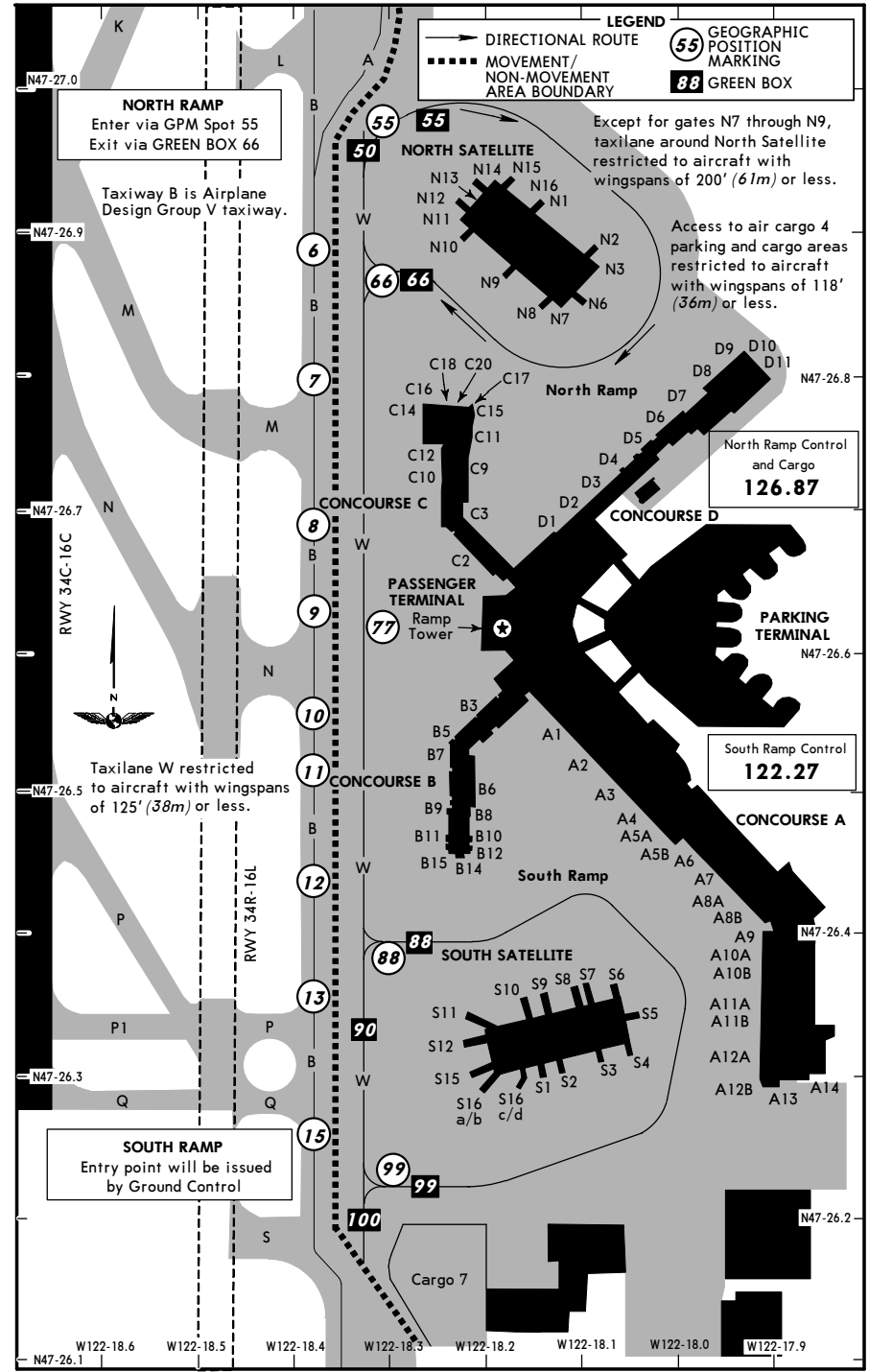
ILS Rwy 16L	ILS Rwy 34L	LOC Rwy 16L	LOC Rwy 34L	RNAV (GPS) Rwy 16L	RNAV (GPS) Rwy 34L
ILS Rwy 16C	ILS Rwy 34C	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Rwy 16C	RNAV (GPS) Rwy 34C
ILS Rwy 16R	ILS Rwy 34R	LOC Rwy 16R	LOC Rwy 34R	RNAV (GPS) Rwy 16R	VOR DME Rwy 16L/C VOR DME Rwy 34C

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

KSEA/SEA

JEPPESEN
 29 MAY 09 **(20-9B)**

SEATTLE, WASH
 -TACOMA INTL



KSEA/SEA

JEPPESEN
 29 MAY 09 **(20-9C)**

SEATTLE, WASH

-TACOMA INTL

PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A4	N47 26.5 W122 18.1
A5A, A5B, A6	N47 26.5 W122 18.0
A7, A8A	N47 26.4 W122 18.0
A8B thru A10B	N47 26.4 W122 17.9
A11A thru A14	N47 26.3 W122 17.9
Concourse B	
B3	N47 26.6 W122 18.2
B5, B6	N47 26.5 W122 18.2
B7	N47 26.5 W122 18.3
B8	N47 26.5 W122 18.2
B9	N47 26.5 W122 18.3
B10	N47 26.5 W122 18.2
B11	N47 26.5 W122 18.3
B12	N47 26.5 W122 18.2
B14	N47 26.4 W122 18.2
B15	N47 26.5 W122 18.3
Concourse C	
C2, C3, C9	N47 26.7 W122 18.2
C10	N47 26.7 W122 18.3
C11	N47 26.8 W122 18.2
C12	N47 26.7 W122 18.3
C14	N47 26.8 W122 18.3
C15	N47 26.8 W122 18.2
C16	N47 26.8 W122 18.3
C17, C18, C20	N47 26.8 W122 18.2
Concourse D	
D1 thru D4	N47 26.7 W122 18.1
D5 thru D8	N47 26.8 W122 18.0
D9 thru D11	N47 26.8 W122 17.9
North Satellite	
N1 thru N3, N6	N47 26.9 W122 18.1
N7, N8	N47 26.8 W122 18.1
N9 thru N16	N47 26.9 W122 18.2
South Satellite	
S1 thru S3	N47 26.3 W122 18.1
S4, S5	N47 26.3 W122 18.0
S6 thru S9	N47 26.4 W122 18.1
S10	N47 26.4 W122 18.2
S11, S12, S15,	N47 26.3 W122 18.2
S16a/b, S16c/d	N47 26.3 W122 18.2
Cargo Area	
Cargo 7	N47 26.2 W122 18.3

CHANGES: Cargo 7 co-ordinates.

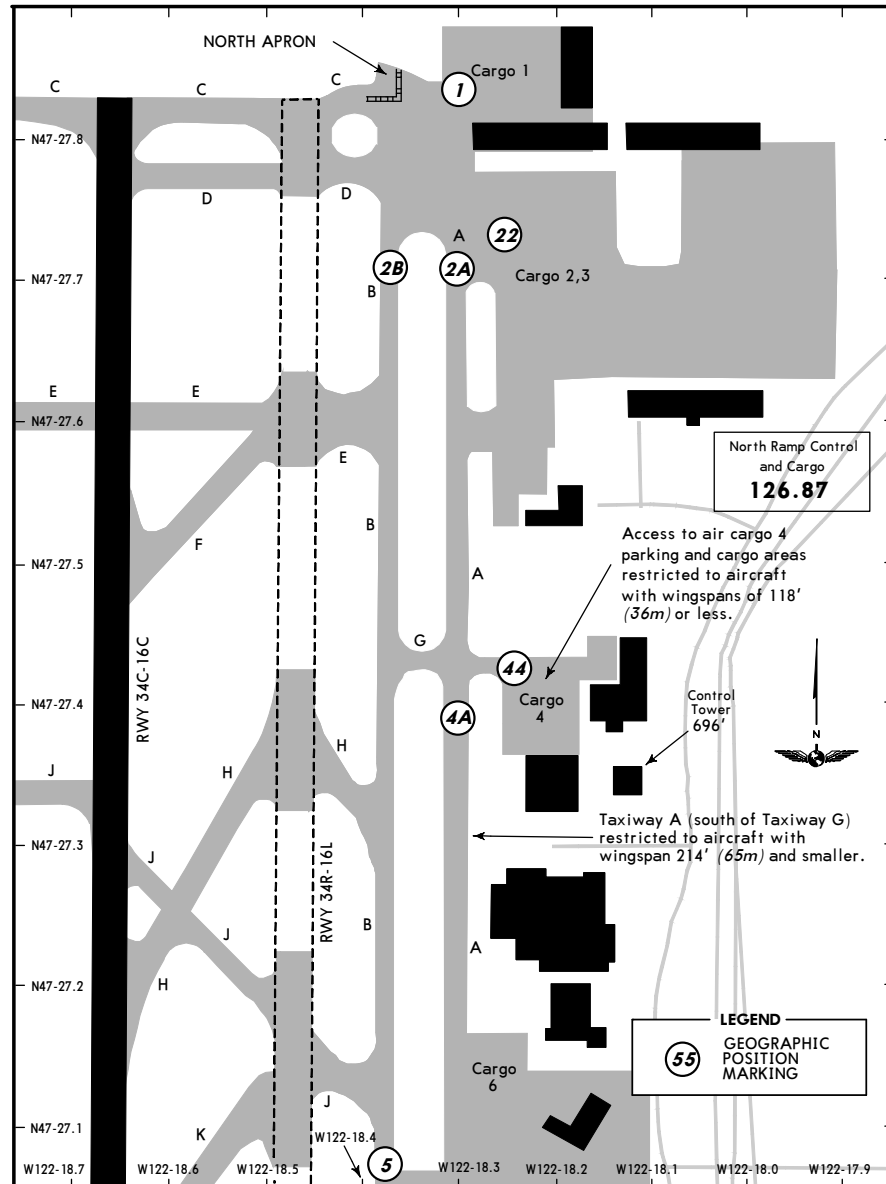
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KSEA/SEA

JEPPESEN
 29 MAY 09 **(20-9C0)**

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

CHANGES: New chart.

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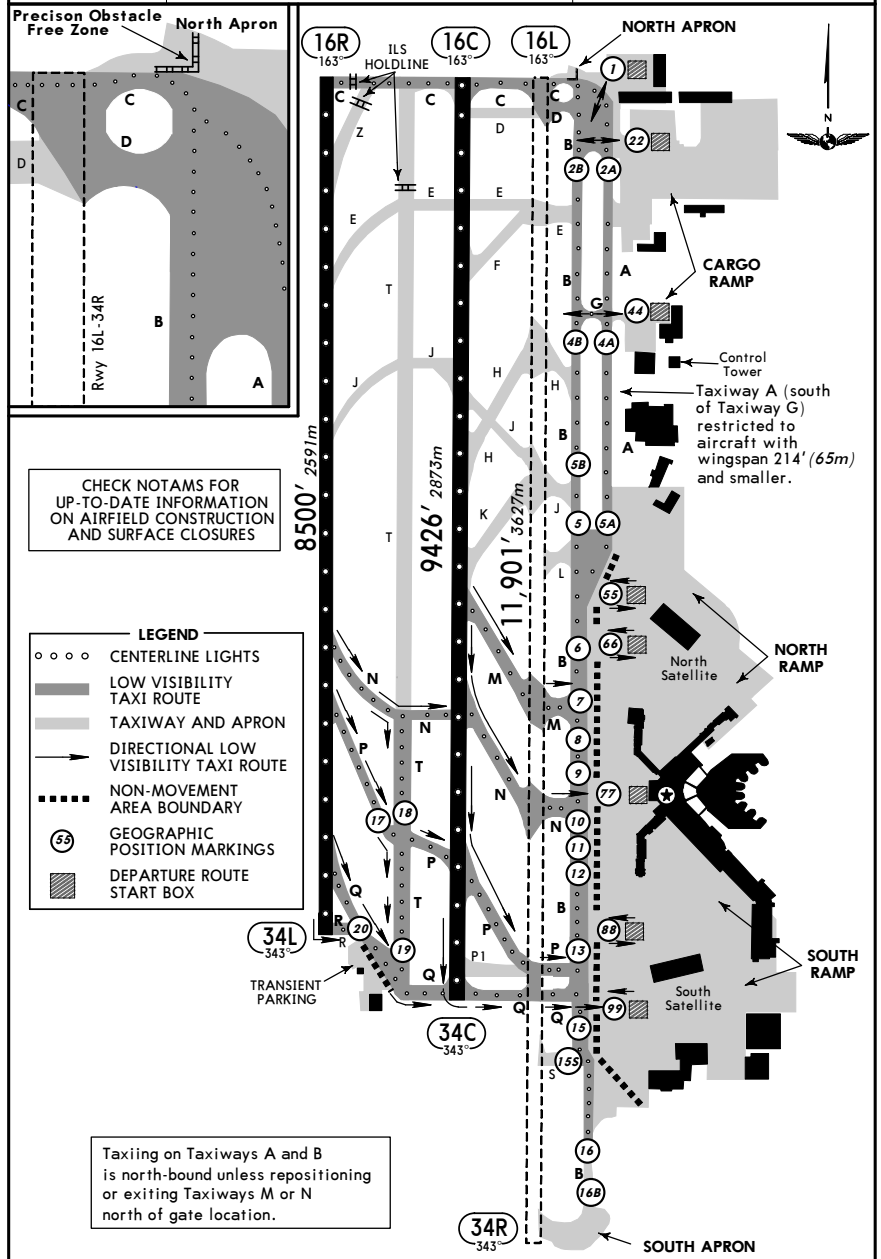
JEPPESEN
10 JUL 09 (20-9C1)

SMGCS

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

LESS THAN RVR 1200 TO 600

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



KSEA/SEA
-TACOMA INTL

JEPPESEN
10 JUL 09 (20-9D)

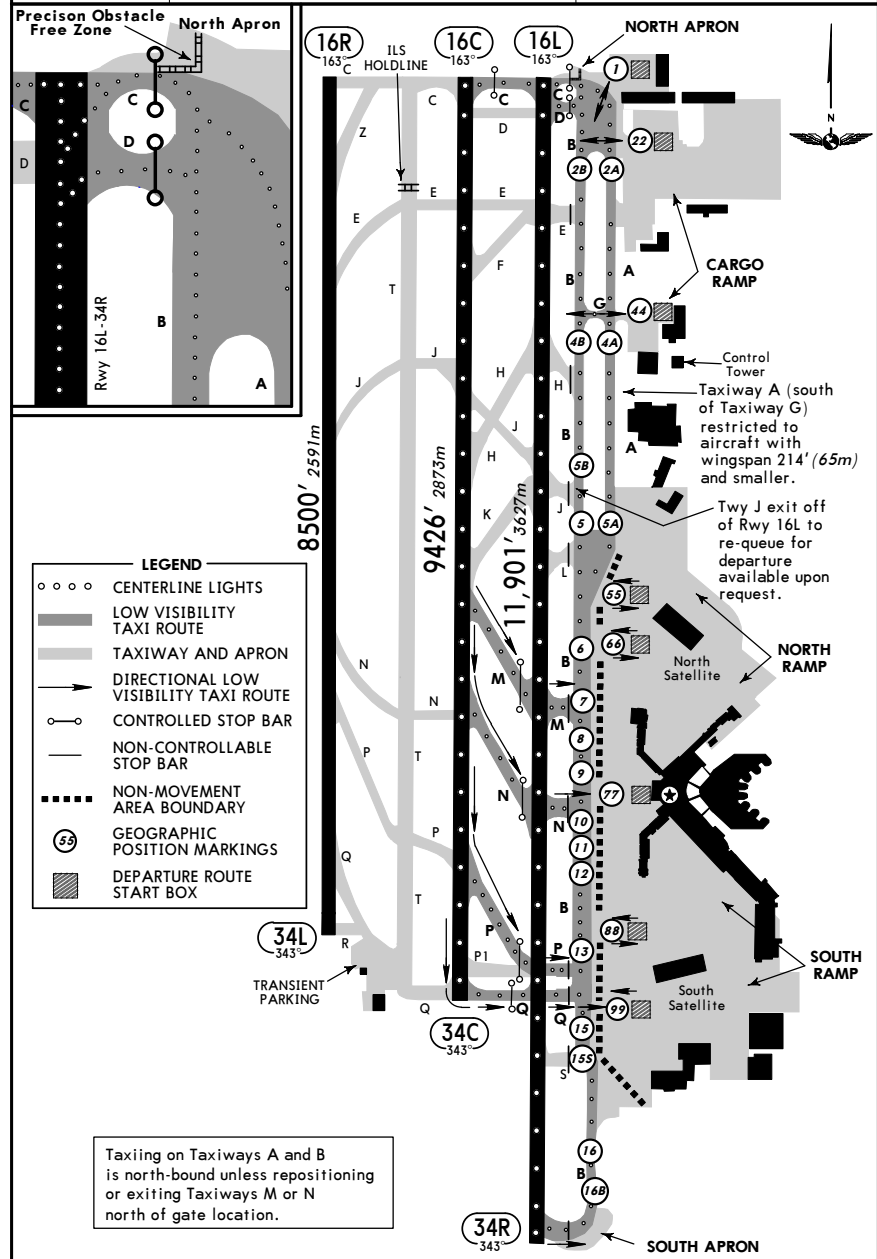
SMGCS

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

LESS THAN RVR 1200 TO 600

For less than RVR 600, see 20-9E

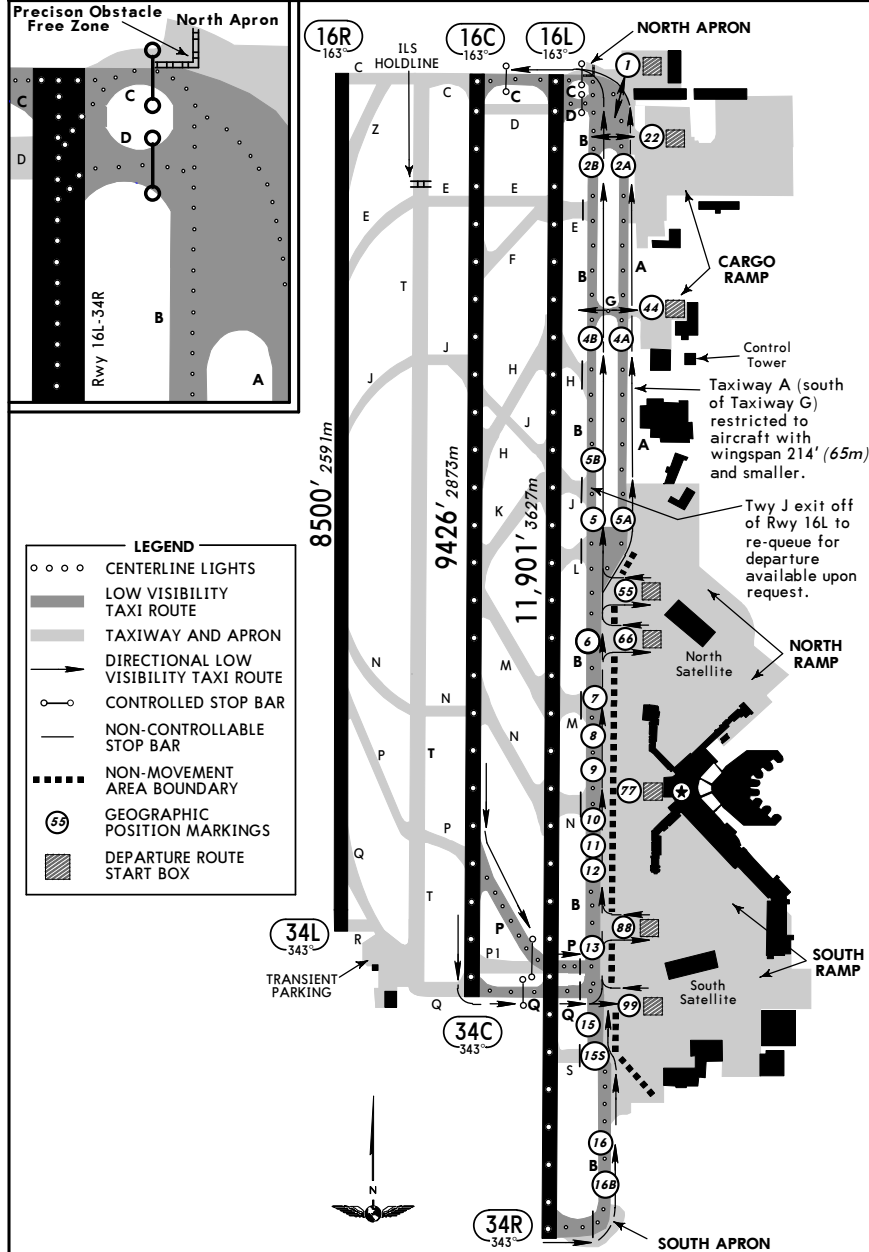
D-ATIS 118.0 VOT 117.5	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt) 128.0	Cargo/North 126.87	Ramp Control South 122.27
Ground 121.7	Rwys 16L/34R, 16C/34C 119.9	Tower Rwys 16R/34L 120.95	SEATTLE Departure (R) 119.2 120.4	



KSEA/SEA **JEPPESEN** **SMGCS**
 -TACOMA INTL 10 JUL 09 (20-9E) SEATTLE, WASH
LESS THAN RVR 600 **LOW VISIBILITY TAXI ROUTES**
Rwy 16L & 16C SOUTH FLOW

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

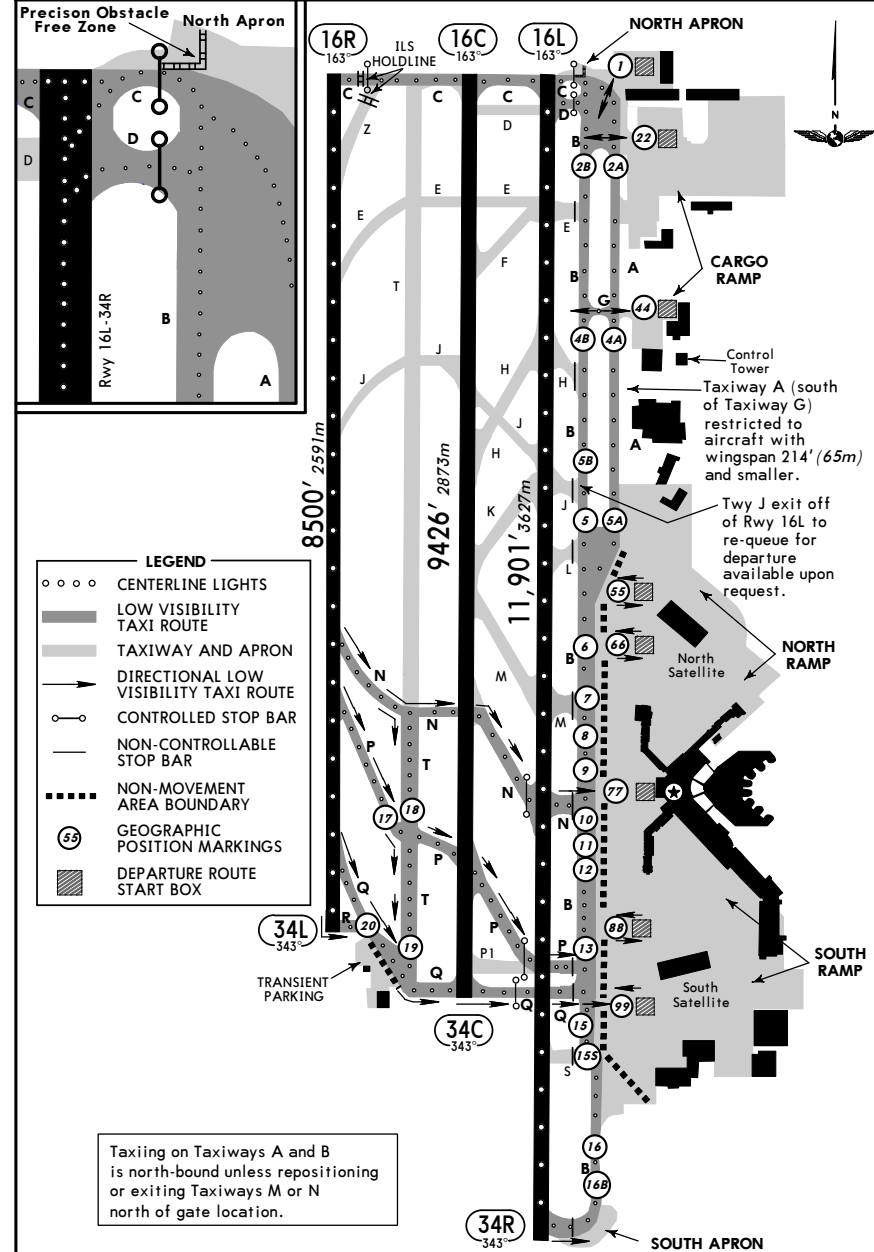
D-ATIS 118.0 VOT 117.5	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt) 128.0	Cargo/North 126.87	Ramp Control South 122.27
Ground 121.7	Rwys 16L/34R, 16C/34C 119.9	Tower Rwys 16R/34L 120.95	SEATTLE Departure (R) 119.2 120.4	



KSEA/SEA **JEPPESEN** **SMGCS**
 -TACOMA INTL 10 JUL 09 (20-9F) SEATTLE, WASH
LESS THAN RVR 1200 TO 600 **LOW VISIBILITY TAXI ROUTES**
Rwys 16L & 16R SOUTH FLOW

For less than RVR 600, see 20-9G

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



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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 -TACOMA INTL

JEPPesen
 10 JUL 09 (20-9G)

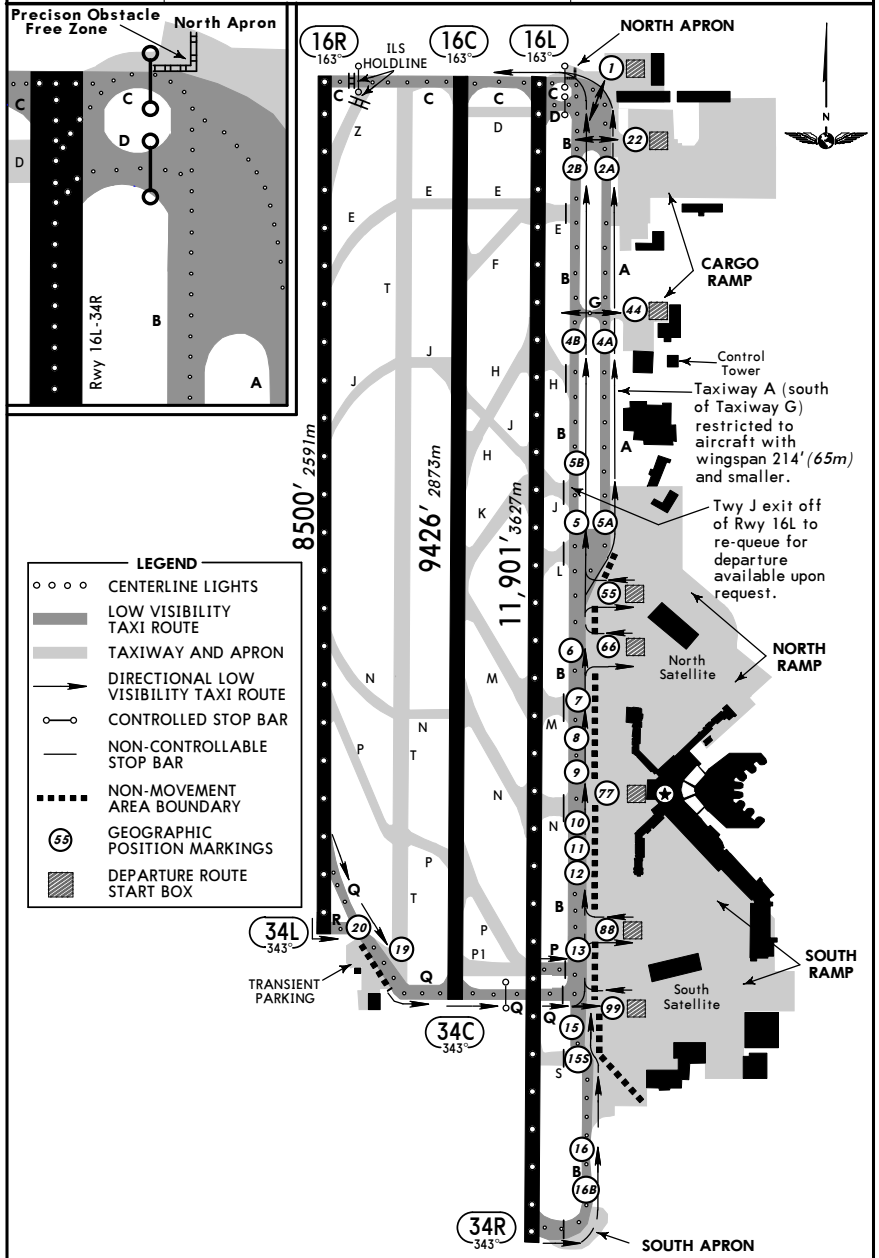
SMGCS

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

LESS THAN RVR 600

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

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



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 -TACOMA INTL

JEPPesen
 3 APR 09 (21-1)

SEATTLE, WASH
 ILS or LOC Rwy 16L

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
LOC ISNQ 110.3	Final Apch Crs 163°	GS DGLAS 1900' (1467')	ILS DA(H) Refer to Minimums	Apt Elev 433' TDZE 433'

MISSED APCH: Climb heading 165° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'



Procedure not authorized for arrivals at PAE VOR via V23 northbound.	110.6 PAE (IF) (IAF) 1860'	1480'
122-40 ALTERNATE MISSED APCH HOLDING 074°	MC CHORD 109.6 TCM	MC CHORD 109.6 TCM
When assigned by ATC, intercept glidepath at 3200' or 4000' or 5000' or 6000'.	DGLAS D6.2 ISNQ GS 1900'	KARFO D10.1 ISNQ 3200'
	IM D1.8 ISNQ GS 529'	TEBNE D2.4 SEA (SEA R-161) RADAR FIX
	D2.9 ISNQ	HELZR D12.5 ISNQ 4000'
	D1.8 ISNQ	KENMO D15.4 ISNQ 5000'
	D2.9 ISNQ	COROK D18.3 ISNQ 6000'
	D1.8 ISNQ	MILLT D11.0 SEA RADAR FIX

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000' or Below	165° and 116.8 SEA R-161	TEBNE
GS	3:00*	377	484	538	646	753	PAPI			
MAP at D1.8 ISNQ or DGLAS to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39			

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		ALS out		Max Kts	
DA(H)	A: 695' (262')	MDA(H)	880' (447')				
	B, C, D: 633' (200')						
FULL	TDZ or CL out	ALS out			MDA(H)		
A		RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	1000' (567') - 1		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1000' (567') - 1 1/2		
C		RVR 40 or 3/4	RVR 50 or 1	1/2	1000' (567') - 2		
D		RVR 50 or 1					

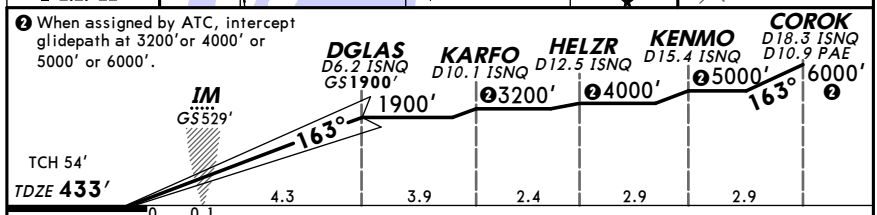
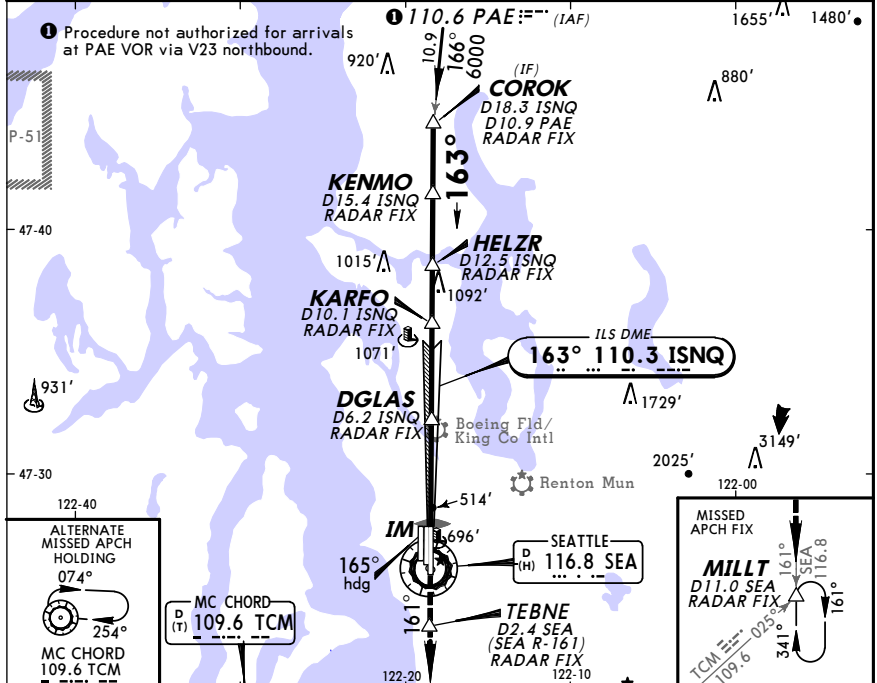
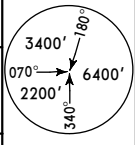
KSEA/SEA -TACOMA INTL SEATTLE, WASH

3 APR 09 (21-1A) ILS Rwy 16L CAT II & III

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower 119.9		Ground 120.95		121.7	
LOC ISNQ 110.3	Final Apch Crs 163°	GS DGLAS 1900' (1467')	CAT IIIIC NA	CAT IIIIB Refer to Minimums	CAT IIIA RA 125' DA(H) 533'(100')	CAT II Apt Elev 433' TDZE 433'			

MISSED APCH: Climb heading 165° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
 3. CAT III special Autoland evaluation required. 4. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000'	165°	SEA	TEBNE
GS	3.00°	377	484	538	646	753	PAPI	or below	hdg	R-161	

STRAIGHT-IN LANDING RWY 16L			
CAT IIIIC ILS	CAT IIIIB ILS	CAT IIIA ILS	CAT II ILS RA 125' DA(H) 533'(100')
NA	NA	NA	NA
A	RVR 3	RVR 7	RVR 12
B			
C			
D			

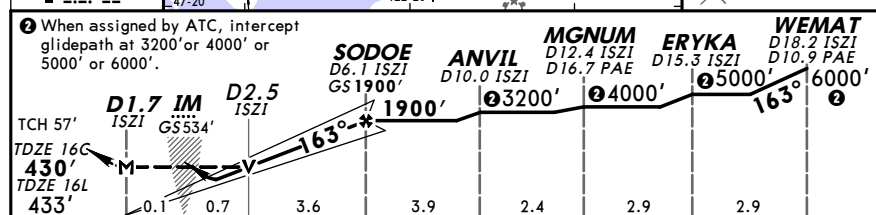
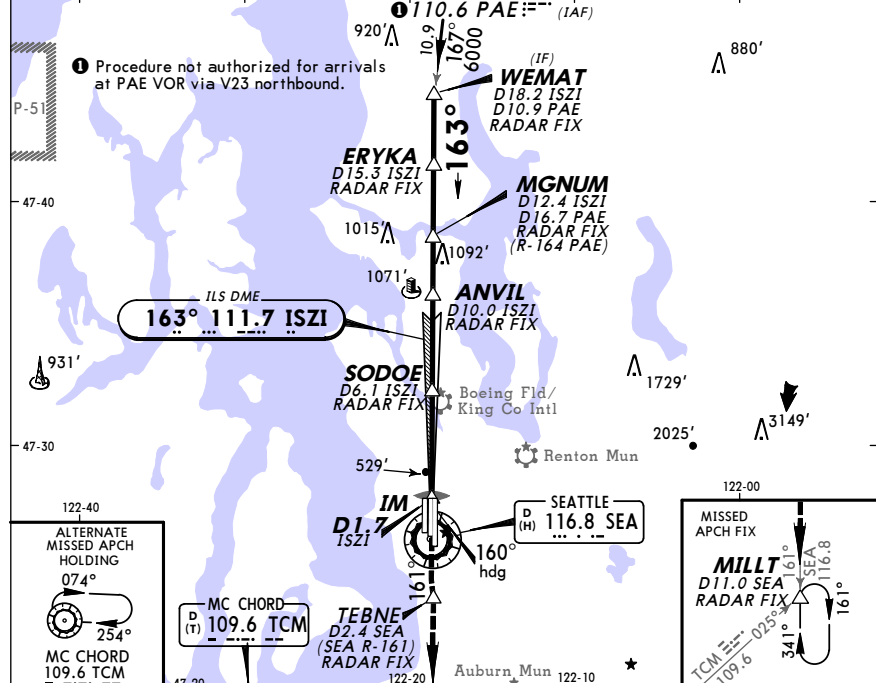
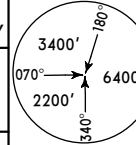
KSEA/SEA -TACOMA INTL SEATTLE, WASH

3 APR 09 (21-2) ILS or LOC Rwy 16C

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower 119.9		Ground 120.95		121.7	
LOC ISZI 111.7	Final Apch Crs 163°	GS SODOE 1900' (1470')	ILS DA(H) 630'(200')	Apt Elev 433'	TDZE 16C 430'				

MISSED APCH: Climb heading 160° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.
 3. See 20-9A for Alert Notice. 4. ALSF-II & PAPI-L on Rwy 16L.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000'	160°	SEA	TEBNE
GS	3.00°	377	484	538	646	753	PAPI	or below	hdg	R-161	

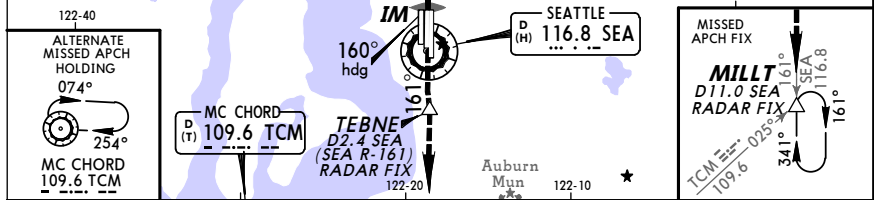
STRAIGHT-IN LANDING RWY 16C				SIDESTEP LANDING RWY 16L		CIRCLE-TO-LAND	
ILS DA(H) 630'(200')		LOC (GS out) MDA(H) 760'(330')		MDA(H) 760'(327')		Max Kts	MDA(H)
A	FULL	TDZ or CL out	ALS out	RVR 50 or 1		90	1000'(567')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2		120	1000'(567')-1 1/2
C				RVR 50 or 1		140	1000'(567')-2
D				RVR 40 or 3/4		165	1000'(567')-2

KSEA/SEA
 -TACOMA INTL
 3 APR 09 (21-2A) **SEATTLE, WASH**
 ILS Rwy 16C CAT II & III

D-ATIS 118.0		SEATTLE Approach (R) 133.65			SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9		Rwys 16R/34L 120.95		Ground 121.7	
LOC ISZI 111.7	Final Apch Crs 163°	GS SODOE 1900' (1470')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 126' DA(H) 530'(100')	Apt Elev 433' TDZE 430'				

MISSED APCH: Climb heading 160° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
 3. CAT III special Autoland evaluation required. 4. VGSI and ILS glidepath not coincident.
 5. See 20-9A for Alert Notice.



When assigned by ATC, intercept glidepath at 3200' or 4000' or 5000' or 6000'.

IM GS 534'	SODOE D6.1 ISZI GS 1900'	ANVIL D10.0 ISZI	MGNUM D12.4 ISZI D16.7 PAE	ERYKA D15.3 ISZI	WEMAT D18.2 ISZI D10.9 PAE
0	0.1	4.3	3.9	2.4	2.9

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000' or below	160° hdg	SEA and 116.8 R-161	TEBNE
GS	3.00°	377	484	538	646	753	861	PAPI			

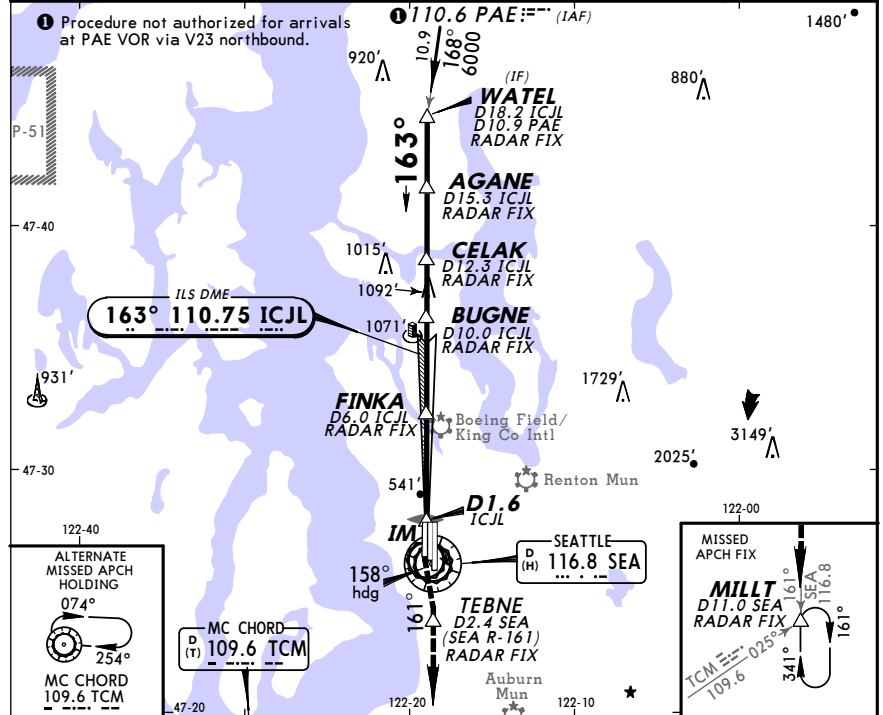
STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND	
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 126' DA(H) 530'(100')		Max Kts, MDA(H)
NA	RVR 3	RVR 7	RVR 12		90 1000'(567')-1
					120 1000'(567')-1 1/2
					140 1000'(567')-2
					165 1000'(567')-2

KSEA/SEA
 -TACOMA INTL
 3 APR 09 (21-3) **SEATTLE, WASH**
 ILS or LOC Rwy 16R

D-ATIS 118.0		SEATTLE Approach (R) 133.65			SEATTLE Tower Rwys 16R/34L 120.95		Rwys 16L/34R, 16C/34C 119.9		Ground 121.7	
LOC ICJL 110.75	Final Apch Crs 163°	GS FINKA 1900'(1485')	ILS DA(H) 615'(200')	Apt Elev 433' TDZE 415'						

MISSED APCH: Climb heading 158° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.



When assigned by ATC, intercept glidepath at 3200' or 4000' or 5000' or 6000'.

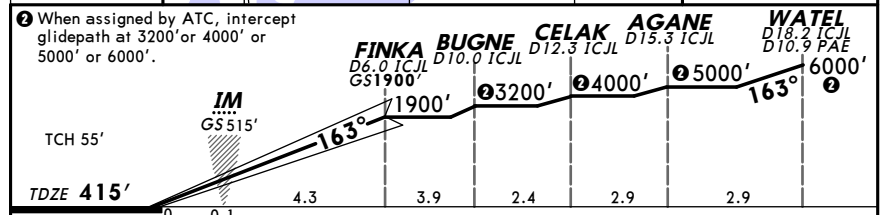
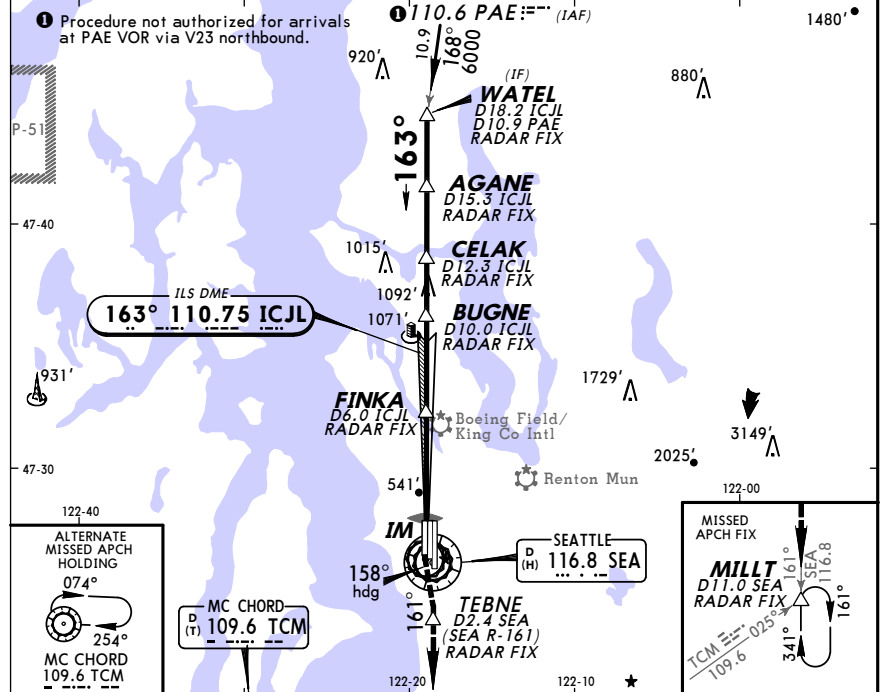
D1.6 IM GS 515'	D2.6 ICJL GS 1900'	FINKA D6.0 ICJL	BUGNE D10.0 ICJL	CELAK D12.3 ICJL	AGANE D15.3 ICJL	WATEL D18.2 ICJL D10.9 PAE
0.1	0.9	3.4	3.9	2.4	2.9	2.9

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000' or below	158° hdg	SEA and 116.8 R-161	TEBNE
GS	3.00°	377	484	538	646	753	861	PAPI			

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
ILS DA(H) 615'(200')		LOC (GS out) MDA(H) 800'(385')		Max Kts, MDA(H)	
FULL	TDZ or CL out	ALS out	ALS out	90 1000'(567')-1	
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120 1000'(567')-1 1/2
			RVR 40 or 3/4	RVR 60 or 1/4	140 1000'(567')-2
					165 1000'(567')-2

KSEA/SEA -TACOMA INTL SEATTLE, WASH
 3 APR 09 (21-3A) ILS Rwy 16R CAT II & III

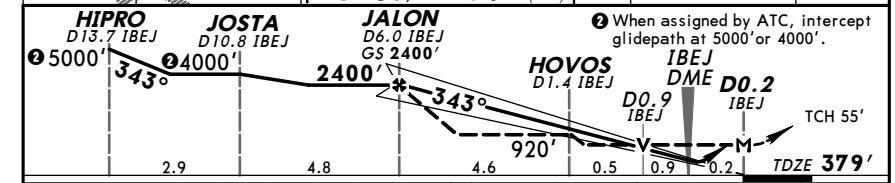
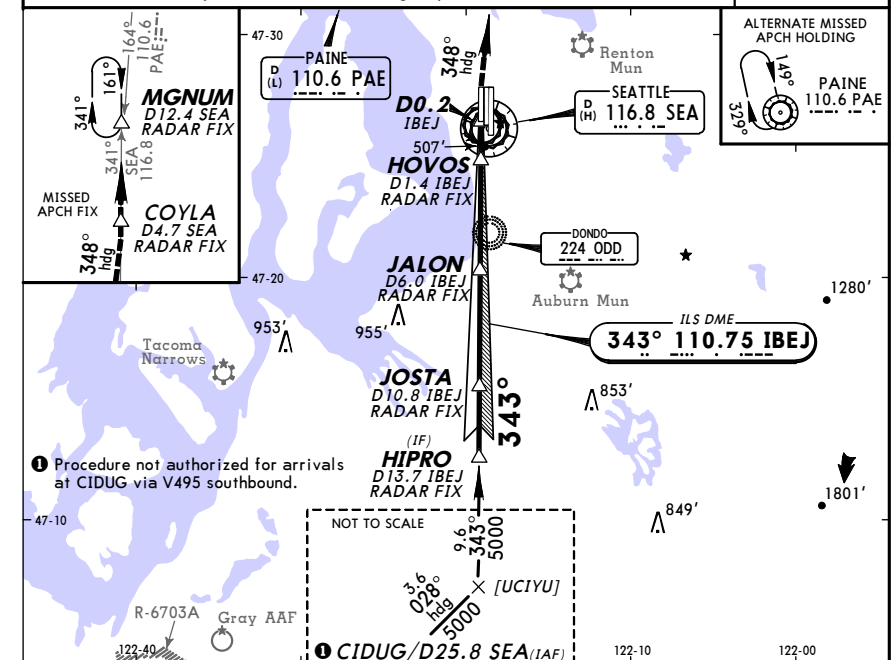
D-ATIS 118.0		SEATTLE Approach (R) 133.65			Rwys 16R/34L 120.95		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Ground 121.7	
LOC ICJL 110.75	Final Apch Crs 163°	GS FINKA 1900' (1485')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 139' DA(H) 515' (100')	Apt Elev 433'	TDZE 415'		
<p>MISSED APCH: Climb heading 158° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. CAT III special Autoland evaluation required. 4. VGSI and ILS glidepath not coincident.</p>										



Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		2000'	158°	SEA
GS		3.00°	377	484	538	646	753	861	PAPI		hdg	and 116.8
<p>MAP at D0.2 IBEJ or JALON to MAP 6.1: 5:14 4:04 3:40 3:03 2:37 2:17</p>												
STRAIGHT-IN LANDING RWY 16R						CAT II ILS RA 139'			TEBNE			
CAT IIIC ILS						CAT IIIB ILS			CAT IIIA ILS			
NA						RVR 6			RVR 7			
						RVR 12						

KSEA/SEA -TACOMA INTL SEATTLE, WASH
 3 APR 09 (21-4) ILS or LOC Rwy 34L

D-ATIS 118.0		SEATTLE Approach (R) 133.65			Rwys 16R/34L 120.95		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Ground 121.7	
LOC IBEJ 110.75	Final Apch Crs 343°	GS JALON 2400' (2021')	ILS DA(H) 579' (200')	Apt Elev 433'	TDZE 379'			<p>MISSED APCH: Climb heading 348° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.</p>		
<p>1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.</p>										



Gnd speed-Kts		70	90	100	120	140	160	MALSR		2000'	348°	SEA
GS		3.00°	377	484	538	646	753	861	PAPI		hdg	and 116.8
<p>MAP at D0.2 IBEJ or JALON to MAP 6.1: 5:14 4:04 3:40 3:03 2:37 2:17</p>												
STRAIGHT-IN LANDING RWY 16R						CAT II ILS RA 139'			TEBNE			
CAT IIIC ILS						CAT IIIB ILS			CAT IIIA ILS			
NA						RVR 6			RVR 7			
						RVR 12						

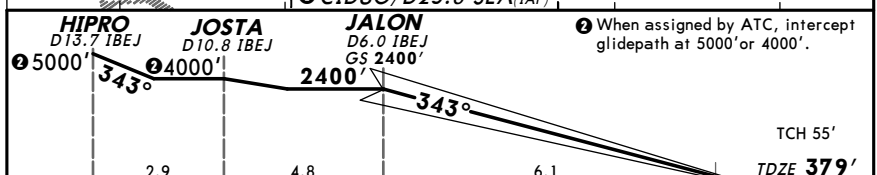
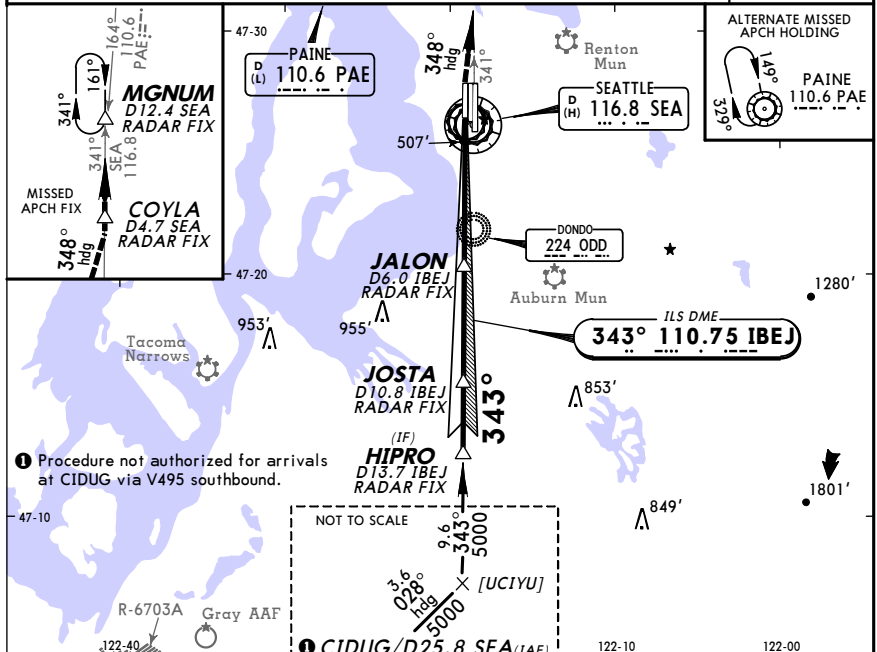
KSEA/SEA
-TACOMA INTL **JEPPESEN** **SEATTLE, WASH**
 3 APR 09 (21-4A) **ILS Rwy 34L CAT II**

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower	Ground
118.0	133.65	Rwys 16R/34L 120.95 Rwys 16L/34R, 16C/34C 119.9	121.7
LOC IBEJ 110.75	Final Apch Crs 343°	GS JALON 2400' (2021')	CAT II ILS RA 150' Apt Elev 433' TDZE 379'

MISSED APCH: Climb heading 348° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

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

1. **Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.**
 3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems.
 Authorization to conduct this approach requires specific OPSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSRL	2000'	SEA
GS	3.00°	377	484	538	646	753	861	or below	348° and 116.8 SEA
MAP at D0.4 ITUC or TIFYS to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06			COYLA R-341

STRAIGHT-IN LANDING RWY 34L
 CAT II ILS
 RA 150'
 DA(H) 479' (100')

RVR 12

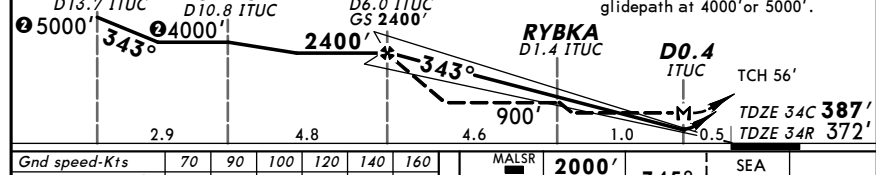
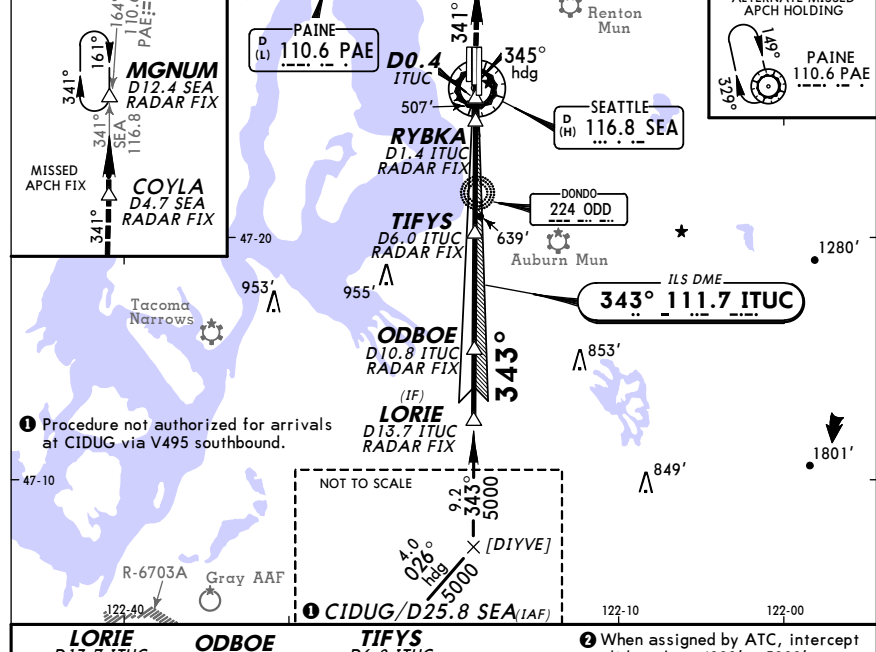
KSEA/SEA
-TACOMA INTL **JEPPESEN** **SEATTLE, WASH**
 3 APR 09 (21-5) **ILS or LOC Rwy 34C**

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
LOC ITUC 111.7	Final Apch Crs 343°	GS TIFYS 2400' (2013')	ILS DA(H) 587' (200') Apt Elev 433' TDZE 34C 387'

MISSED APCH: Climb heading 345° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

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

1. **DME or Radar required.** 2. VGSI and ILS glidepath not coincident.
 3. MALSRL & PAPI-L on Rwy 34R.



Gnd speed-Kts	70	90	100	120	140	160	MALSRL	2000'	SEA
GS	3.00°	377	484	538	646	753	861	or below	345° and 116.8 SEA
MAP at D0.4 ITUC or TIFYS to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06			COYLA R-341

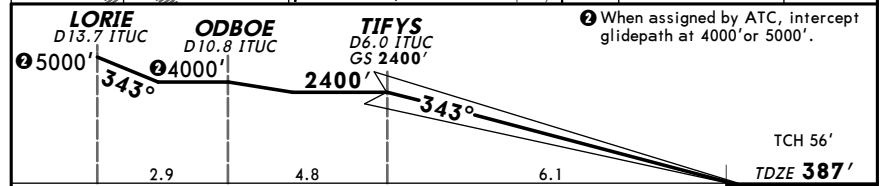
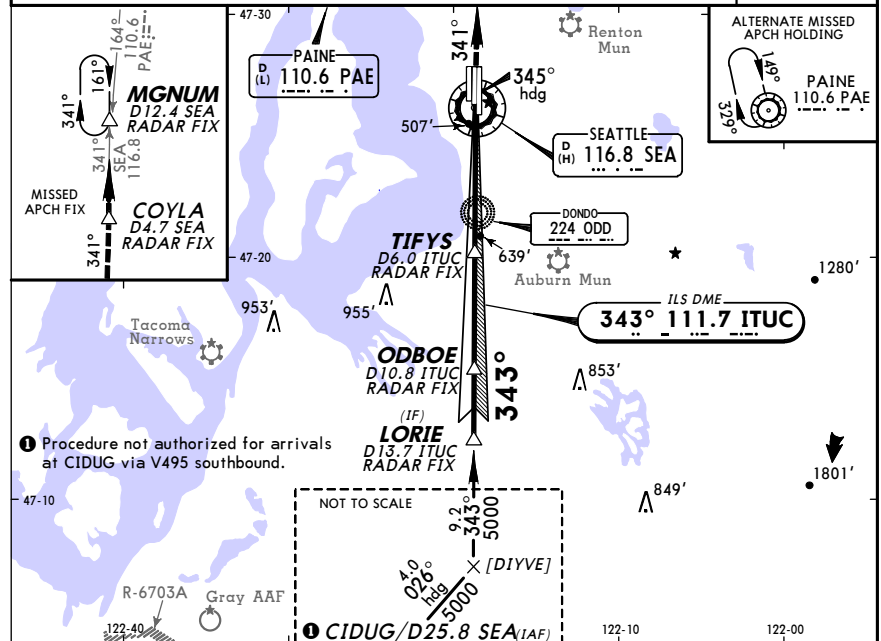
STRAIGHT-IN LANDING RWY 34C				SIDESTEP LANDING RWY 34R		CIRCLE-TO-LAND	
ILS DA(H) 587' (200')		LOC (GS out) MDA(H) 760' (373')		MDA(H) 760' (388')		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out	RAIL or ALS out	Max Kts	
A						90	1000' (567') - 1
B						120	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	1000' (567') - 1 1/2
D			RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	165	1000' (567') - 2

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

KSEA/SEA
 -TACOMA INTL
 SEATTLE, WASH
 ILS Rwy 34C CAT II

JEPPESEN
 3 APR 09 (21-5A)

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
LOC ITUC 111.7	Final Apch Crs 343°	GS TIFY5 2400' (2013')	CAT II ILS RA 133' DA(H) 487' (100')
Apt Elev 433' TDZE 387'			
MISSED APCH: Climb heading 345° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGSI and ILS glidepath not coincident.			



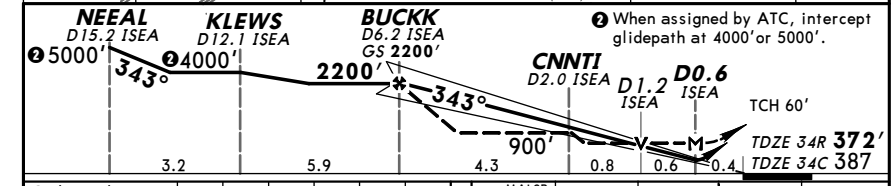
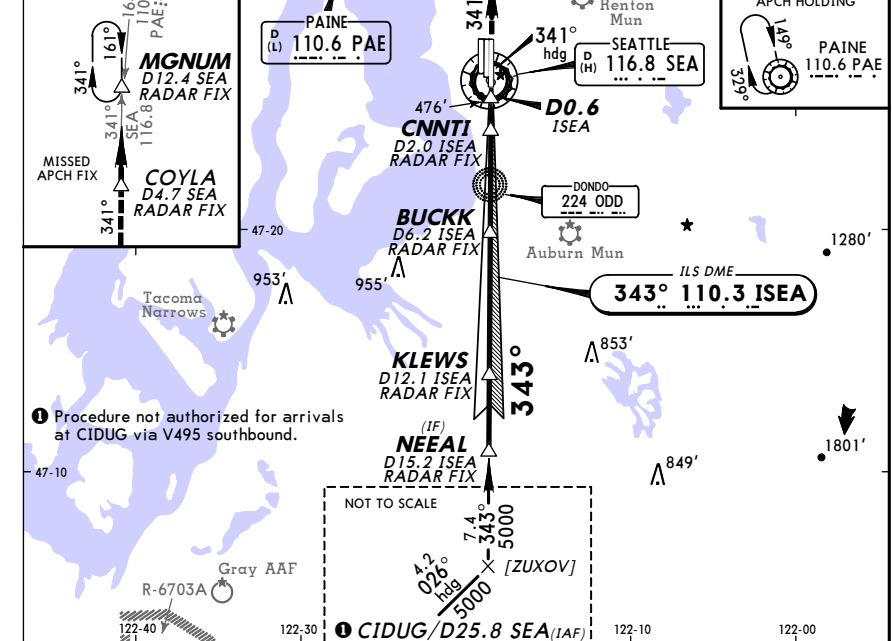
Gnd speed-Kts	70	90	100	120	140	160	MALSRL	2000'	345°	SEA	COYLA
GS	3.00°	377	484	538	646	753	861	or below	hdg	and	116.8 R-341

STRAIGHT-IN LANDING RWY 34C CAT II ILS RA 133' DA(H) 487' (100')				SIDESTEP LANDING RWY 34C MDA(H) 760' (373')		CIRCLE-TO-LAND	
FULL		TDZ or CL out		RAIL or ALS out		RAIL out ALS out	
A	RVR 18	RVR 24	RVR 40	RVR 24	RVR 40	RVR 50	RVR 50 or 1
B	or 1/2	or 1/2	or 3/4	or 1/2	or 3/4	or 1	1 1/2
C				RVR 40	RVR 60	1 1/2	140
D				or 3/4	or 1/4	2	165
		RVR 12				MDA(H)	
						1000' (567') - 1	
						1000' (567') - 1 1/2	
						1000' (567') - 2	

KSEA/SEA
 -TACOMA INTL
 SEATTLE, WASH
 ILS or LOC Rwy 34R

JEPPESEN
 3 APR 09 (21-6)

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
LOC ISEA 110.3	Final Apch Crs 343°	GS BUCKK 2200' (1828')	ILS DA(H) 572' (200')
Apt Elev 433' TDZE 34R 372'			
MISSED APCH: Climb heading 341° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. DME or Radar required. 2. Use ISEA DME when on Localizer course. 3. VGSI and ILS glidepath not coincident. 4. MALSRL & PAPI-L on Rwy 34C.			



Gnd speed-Kts	70	90	100	120	140	160	MALSRL	2000'	341°	SEA	COYLA
GS	2.75°	346	444	494	593	691	790	or below	hdg	and	116.8 R-341

STRAIGHT-IN LANDING RWY 34R ILS LOC (GS out) DA(H) 572' (200')				SIDESTEP LANDING RWY 34C MDA(H) 760' (373')		CIRCLE-TO-LAND	
FULL		TDZ or CL out		RAIL or ALS out		RAIL out ALS out	
A	RVR 18	RVR 24	RVR 40	RVR 24	RVR 40	RVR 50	RVR 50 or 1
B	or 1/2	or 1/2	or 3/4	or 1/2	or 3/4	or 1	1 1/2
C				RVR 40	RVR 60	1 1/2	140
D				or 3/4	or 1/4	2	165
		RVR 12				MDA(H)	
						1000' (567') - 1	
						1000' (567') - 1 1/2	
						1000' (567') - 2	

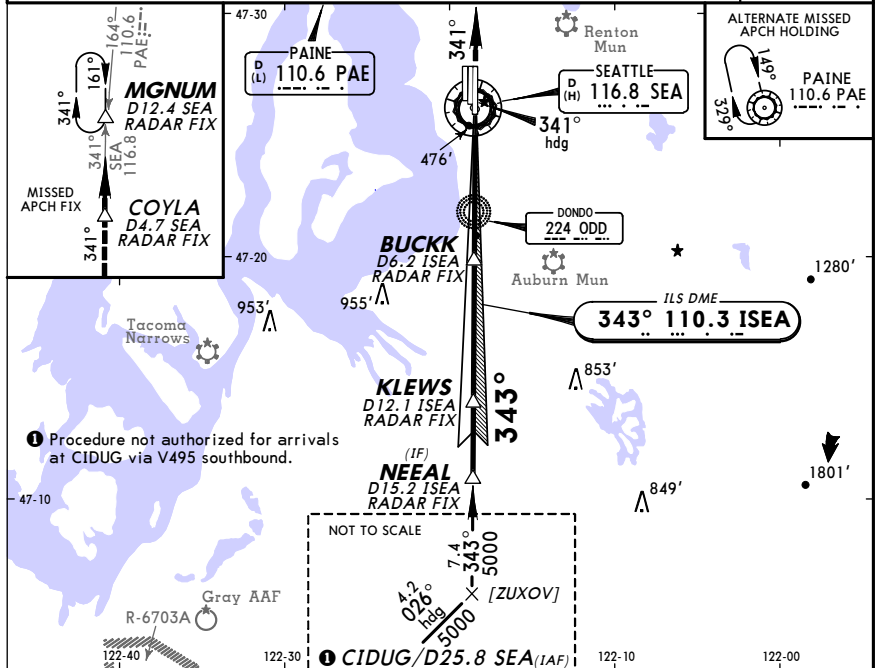
KSEA/SEA
-TACOMA INTL **JEPPesen** **SEATTLE, WASH**
 3 APR 09 (21-6A) **ILS Rwy 34R CAT II**

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Rwys 16R/34L 120.95		Ground 121.7	
LOC ISEA 110.3	Final Apch Crs 343°	GS BUCKK 2200' (1828')	CAT II ILS RA 200' DA(H) 472' (100')		Apt Elev 433'		TDZE 372'		

MISSED APCH: Climb heading 341° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

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

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGS1 and ILS glidepath not coincident. 5. Use ISEA DME when on Localizer course.



NEEL D15.2 ISEA		KLEWS D12.1 ISEA		BUCKK D6.2 ISEA GS 2200'		When assigned by ATC, intercept glidepath at 4000' or 5000'.	
5000'		4000'		2200'		TCH 60'	
3.2		5.9		6.0		TDZE 372'	

Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	341°	SEA
GS	2.75°	346	444	494	593	691	PAPI	or below	hdg	R-341

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

RVR 12

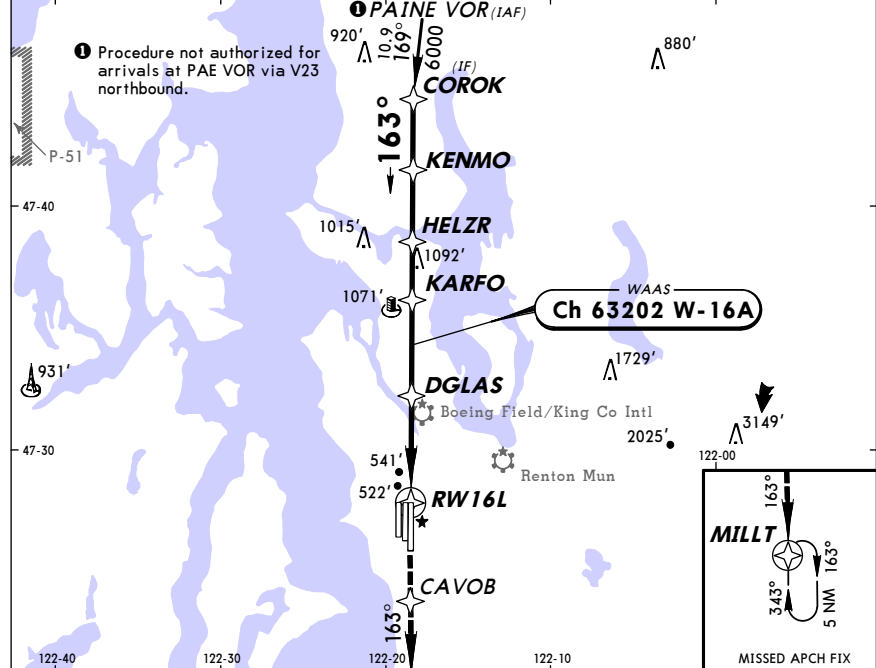
KSEA/SEA
-TACOMA INTL **JEPPesen** **SEATTLE, WASH**
 3 APR 09 (22-1) **RNAV (GPS) Rwy 16L**

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Rwys 16R/34L 120.95		Ground 121.7	
WAAS Ch 63202 W-16A	Final Apch Crs 163°	Minimum Alt DGLAS 1900' (1467')	LPV DA(H) 729' (296')	Apt Elev 433'		TDZE 433'			

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

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGS1 and RNAV glidepath not coincident.



RW16L		DGLAS		KARFO		HELZR		KENMO		COROK	
1.3 NM to RW16L		1900'		3200'		4000'		5000'		6000'	
TCH 54'		0.8		0.2		0.3		3.1		3.9	
TDZE 433'		4.4		8.3		10.7		13.6		16.5	

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000'	or below	CAVOB
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	or below	↔	CAVOB

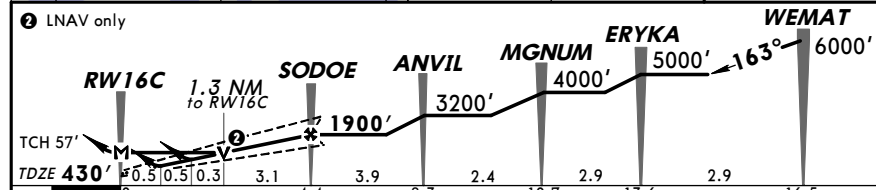
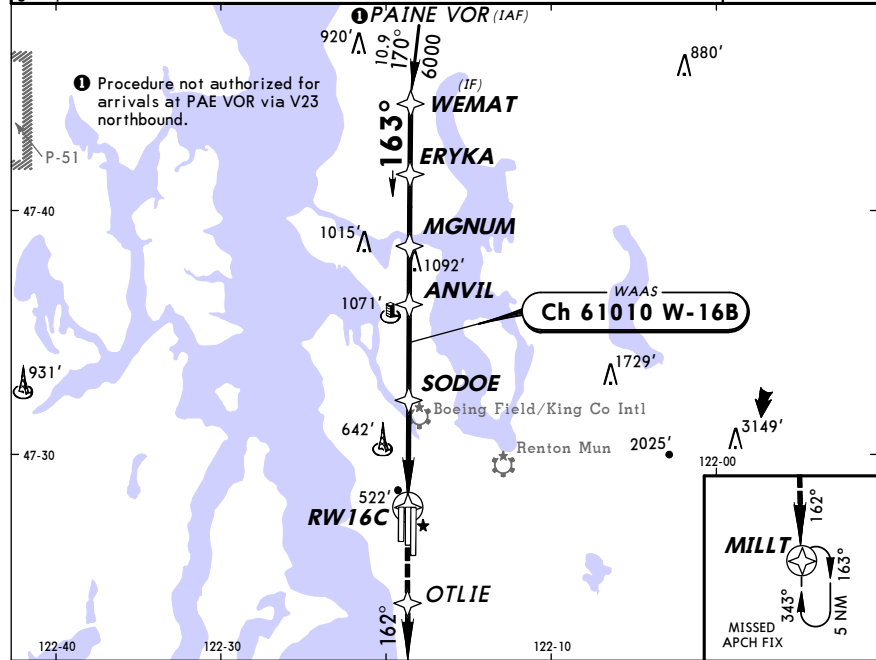
STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
LPV DA(H) 729' (296')	LNAV/VNAV DA(H) 811' (378')	LNAV MDA(H) 920' (487')	
ALS out	ALS out	ALS out	Max Kts
A			90
B			120
C	RVR 24 or 1/2	RVR 50 or 1	140
D	RVR 50 or 1	1 1/2	165

KSEA/SEA
-TACOMA INTL

JEPPesen
3 APR 09 (22-2)

SEATTLE, WASH
RNAV (GPS) Rwy 16C

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS Ch 61010 W-16B	Final Apch Crs 163°	Minimum Alt SODOE 1900' (1470')	LPV DA(H) 630' (200')	Apt Elev 433' TDZE 430'
MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' via track 162° to MILLT and hold. Continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. See 20-9A for Alert Notice.				
MSA RW16C				



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

STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND	
LPV	LNNAV/VNAV	LNNAV	CIRCLE-TO-LAND		
DA(H) 630' (200')	DA(H) 811' (381')	MDA(H) 920' (490')	Max Kts	MDA(H)	
ALS out	ALS out	ALS out	90	1000' (567')-1	
RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	120	RVR 24 or 1/2 RVR 50 or 1	
		RVR 60 or 1/4	140	1000' (567')-1 1/2	
			165	1000' (567')-2	

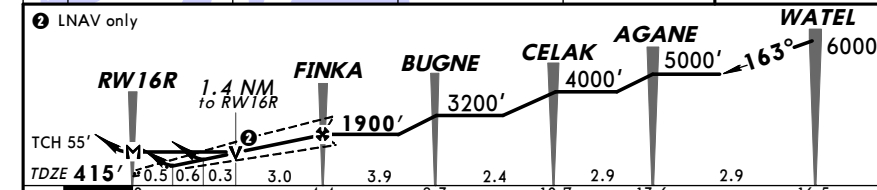
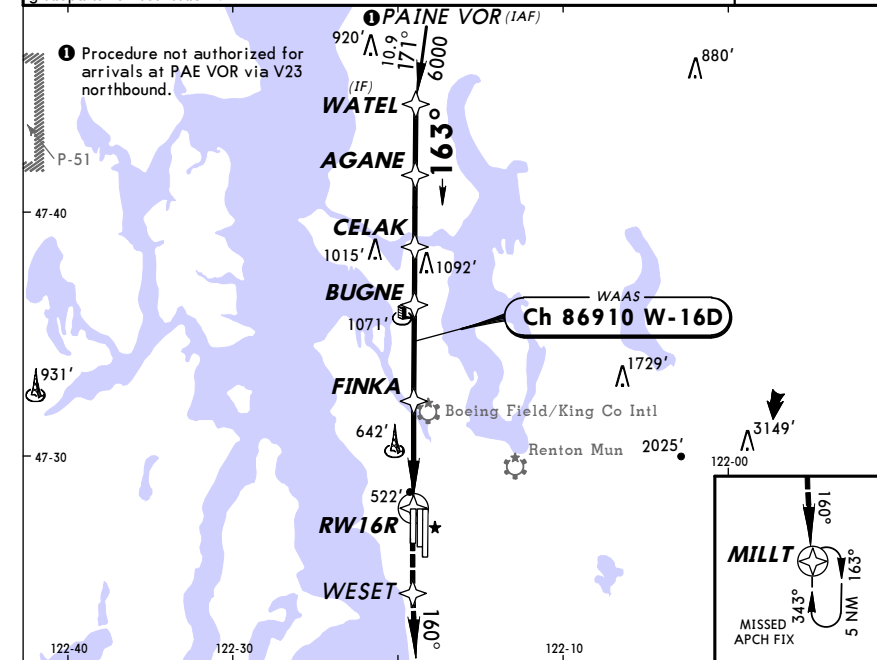
CHANGES: Missed approach.

KSEA/SEA
-TACOMA INTL

JEPPesen
3 APR 09 (22-3)

SEATTLE, WASH
RNAV (GPS) Rwy 16R

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16R/34L 120.95	Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
WAAS Ch 86910 W-16D	Final Apch Crs 163°	Minimum Alt FINKA 1900' (1485')	LPV DA(H) 615' (200')	Apt Elev 433' TDZE 415'
MISSED APCH: Climb direct WESET to cross WESET at or below 2000', then climb to 5000' via track 160° to MILLT and hold. Continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.				
MSA RW16R				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' or below ↗ WESET
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW16R							

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
LPV	LNNAV/VNAV	LNNAV	CIRCLE-TO-LAND		
DA(H) 615' (200')	DA(H) 808' (393')	MDA(H) 920' (505')	Max Kts	MDA(H)	
ALS out	ALS out	ALS out	90	1000' (567')-1	
RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	120	RVR 24 or 1/2 RVR 50 or 1	
		RVR 60 or 1/4	140	1000' (567')-1 1/2	
			165	1000' (567')-2	

CHANGES: Missed approach.

KSEA/SEA
 -TACOMA INTL

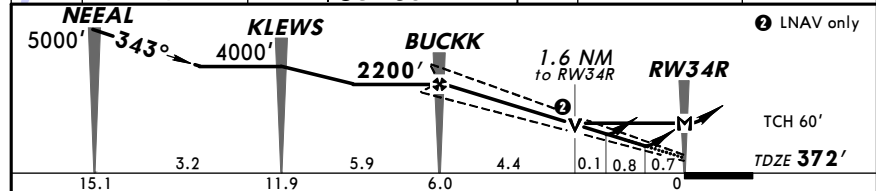
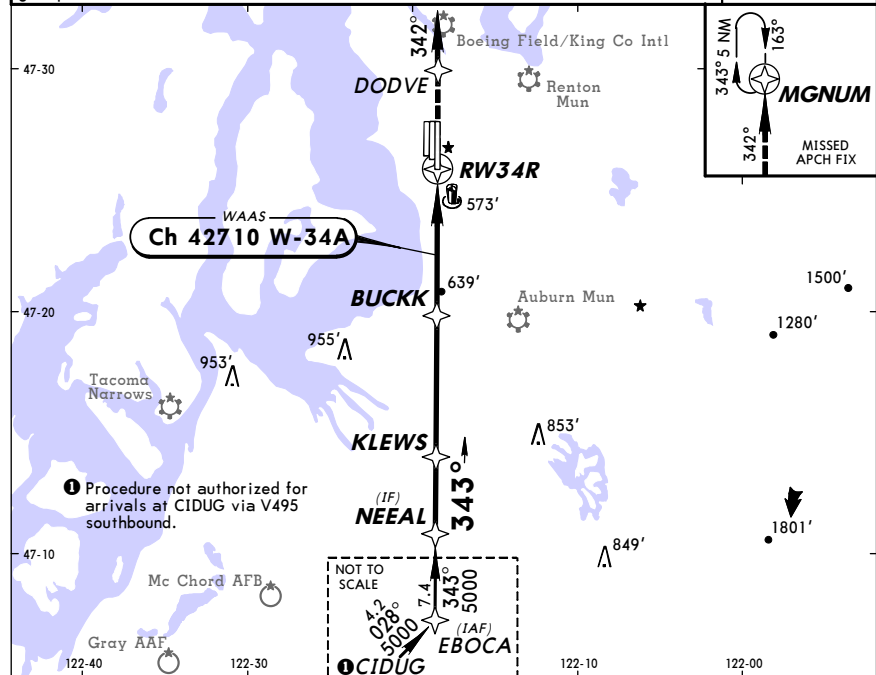
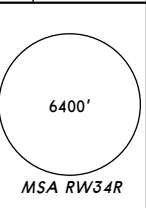
JEPPESEN
 3 APR 09 (22-6)

SEATTLE, WASH
 RNAV (GPS) Rwy 34R

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS Ch 42710 W-34A	Final Apch Crs 343°	Minimum Alt BUCKK 2200' (1828')	LPV DA(H) 622' (250')	Apt Elev 433' TDZE 372'

MISSED APCH: Climb direct DODVE to cross DODVE at or below 2000', then climb to 5000' via track 342° to MGNUM and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.



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

TERPS	STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		
	LPV DA(H) 622' (250')	LNAV/VNAV DA(H) 869' (497')	LNAV MDA(H) 900' (528')		Max Kts	MDA(H)	
A	RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out	90	1000' (567') - 1	
B	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	120	1000' (567') - 1	
C	RVR 50 or 1	1 1/2	2	1 1/2	140	1000' (567') - 1 1/2	
D	RVR 60 or 1/4	1 3/4	1 3/4	1 3/4	165	1000' (567') - 2	

CHANGES: Missed approach.

KSEA/SEA
 -TACOMA INTL

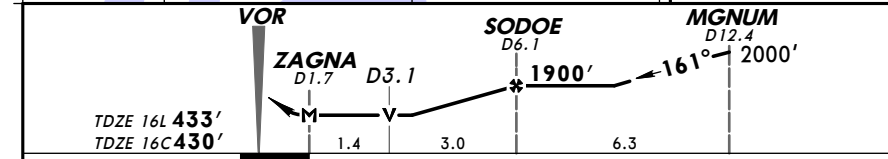
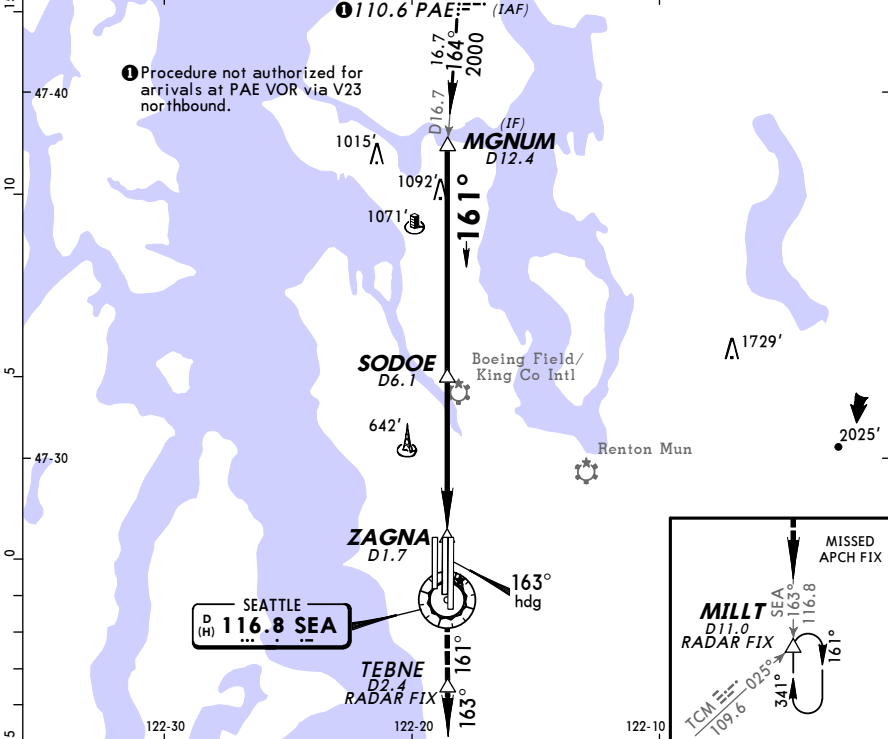
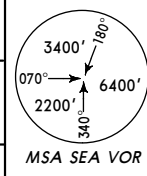
JEPPESEN
 3 APR 09 (23-1)

SEATTLE, WASH
 VOR DME Rwy 16L/C

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
VOR SEA 116.8	Final Apch Crs 161°	Minimum Alt SODOE 1900' (1470')	MDA(H) Refer to Minimums	Apt Elev 433' TDZE 16L 433' TDZE 16C 430'

MISSED APCH: Climb heading 163° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA R-163 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. See 20-9A for Alert Notice.



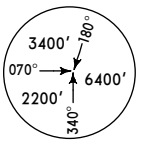
TERPS	STRAIGHT-IN LANDING RWY 16L				STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND		
	MDA(H) 960' (527')		MDA(H) 960' (530')		Max Kts	MDA(H)					
A	ALS out	ALS out	ALS out	ALS out	90	1000' (567') - 1					
B	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	120	1000' (567') - 1					
C	RVR 50 or 1	1 1/2	RVR 50 or 1	1 1/2	140	1000' (567') - 1 1/2					
D	RVR 60 or 1/4	1 3/4	RVR 60 or 1/4	1 3/4	165	1000' (567') - 2					

CHANGES: Missed approach.

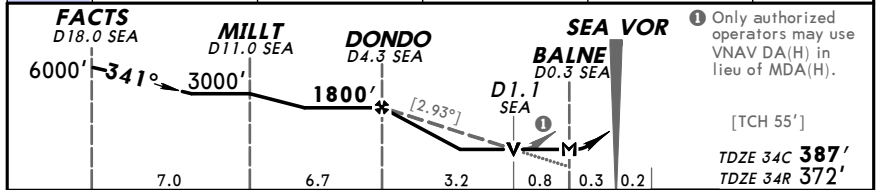
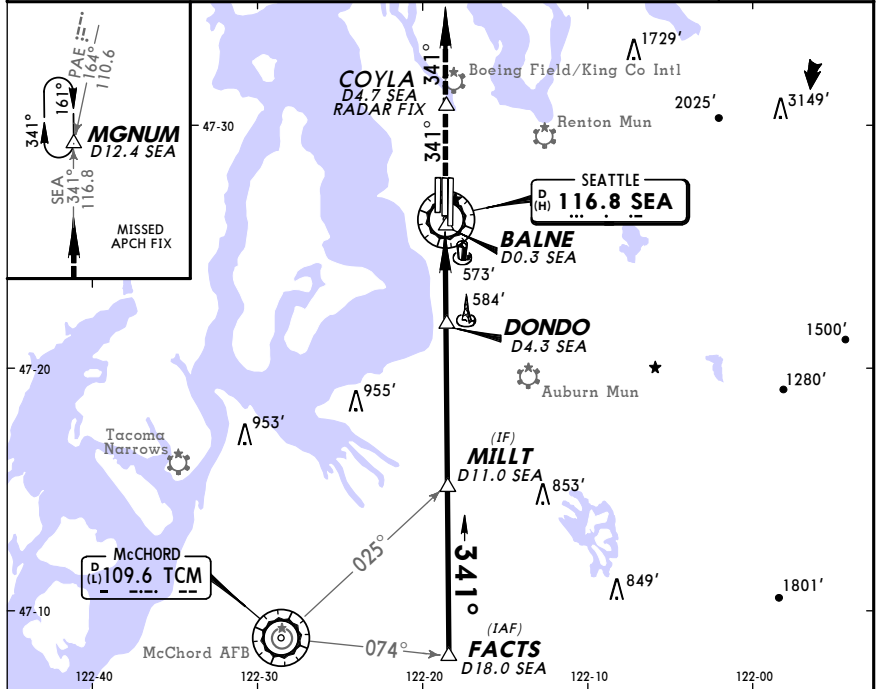
KSEA/SEA
 -TACOMA INTL
 SEATTLE, WASH
 VOR DME Rwy 34C

JEPPESEN
 3 APR 09 (23-2)

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
VOR SEA 116.8	Final Apch Crs 341°	Minimum Alt DONDO 1800' (1413')	MDA(H) 840' (453')
		Apt Elev 433'	TDZE 34C 387'



MISSED APCH: Climb outbound via SEA R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA R-341 to MGNUM/D12.4 SEA and hold. Continue climb-in-hold to 5000'.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. VGSI and descent angles not coincident. 2. MALSRL and PAPI-L on Rwy 34R.



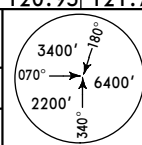
Gnd speed-Kts	70	90	100	120	140	160		MALSRL	2000' / 1	SEA	
Descent angle [2.93°]	363	466	518	622	726	829		PAPI	or below	via 116.8	COYLA
MAP at BALNE										R-341	

STRAIGHT-IN LANDING 34C			SIDESTEP LANDING RWY 34R		CIRCLE-TO-LAND	
MDA(H) 840' (453')			MDA(H) 840' (468')		MDA(H)	
	RAIL out	ALS out	RAIL or ALS out		Max Kts	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4	90	1000' (567') -1
B					120	
C	RVR 40 or 3/4	RVR 60 or 1/4		RVR 60 or 1/4	140	1000' (567') -1 1/2
D	RVR 50 or 1	1 1/2		1 3/4	165	1000' (567') -2

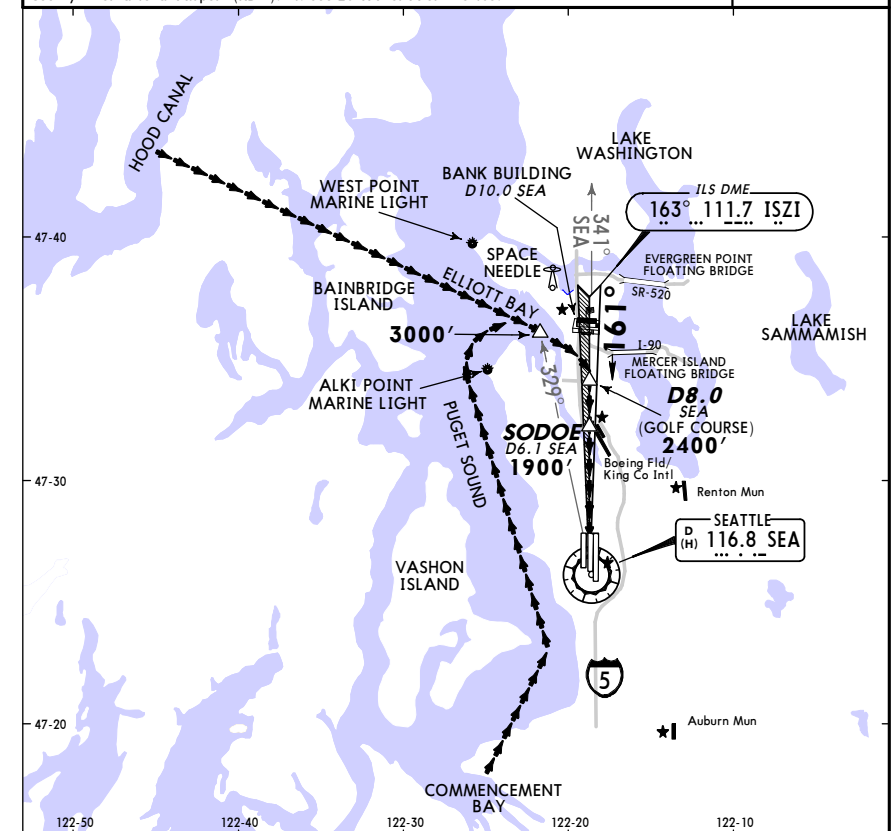
KSEA/SEA
 -TACOMA INTL
 SEATTLE, WASH
 BAY VISUAL APPROACH
 Rwy 16C

JEPPESEN
 20 FEB 09 (29-1)

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 161°	Ceil-Vis 3100' -4	Apt Elev 433'



MISSED APCH: No missed approach procedure.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC ISZI (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.



											Rwy 16C ALSF-II PAPI
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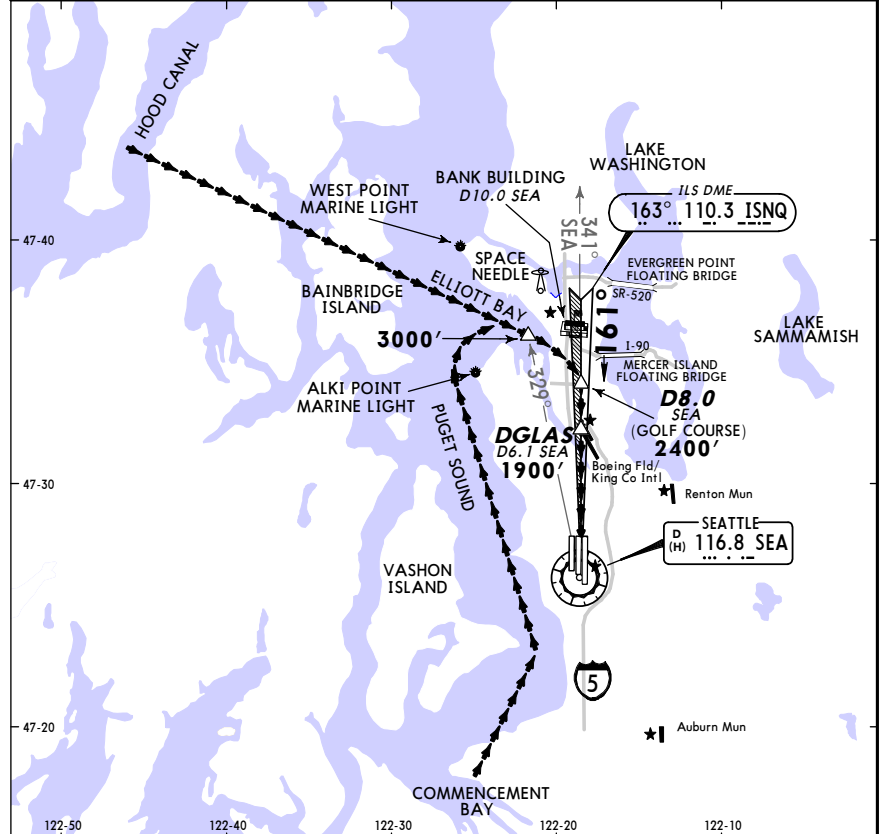
BAY VISUAL APPROACH Rwy 16C
 When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16C Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliot Bay (via route depicted); intercept the 16C localizer/SEA R-341° on Runway 16C 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

KSEA/SEA SEATTLE, WASH
 -TACOMA INTL ELLIOTT VISUAL APPROACH
 Rwy 16L

20 FEB 09 (29-2)

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95	Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 161°	No FAF	Ceil-Vis 3100' -4 Apt Elev 433'
MISSED APCH: No missed approach procedure. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). MSA SEA VOR			



Rwy 16L
 ALSF-II
 PAPI

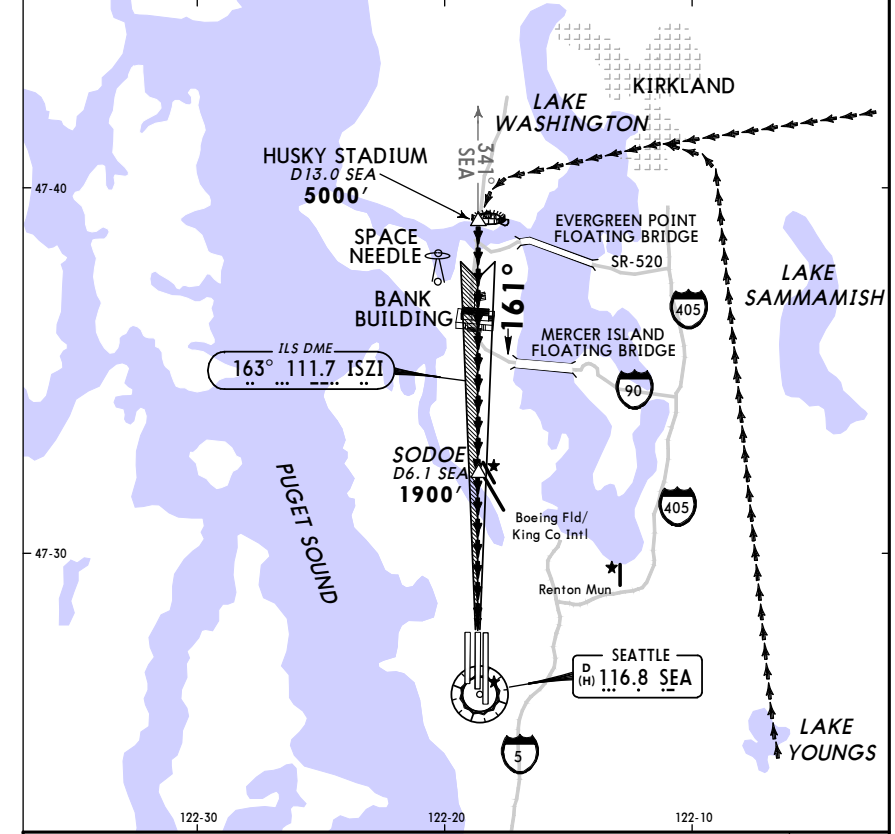
ELLIOTT VISUAL APPROACH Rwy 16L
 When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an Elliott Visual Runway 16L Approach. When cleared for an Elliott Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the 16L localizer/SEA R-341° on Runway 16L 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**

KSEA/SEA SEATTLE, WASH
 -TACOMA INTL HUSKY VISUAL APPROACH
 Rwy 16C

20 FEB 09 (29-3)

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9 Rwys 16R/34L 120.95	Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 161°	No FAF	Ceil-Vis 5000' -4 Apt Elev 433'
MISSED APCH: No missed approach procedure. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR REQUIRED. 2. Vertical Guidance Navaid and Angle: LOC ISZI (GS 3.00°). 3. TCAS sensitive apch due to extensive traffic in the vicinity of the Boeing Field/King County Intl Apt. 4. See 20-9A for Alert Notice. MSA SEA VOR			



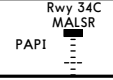
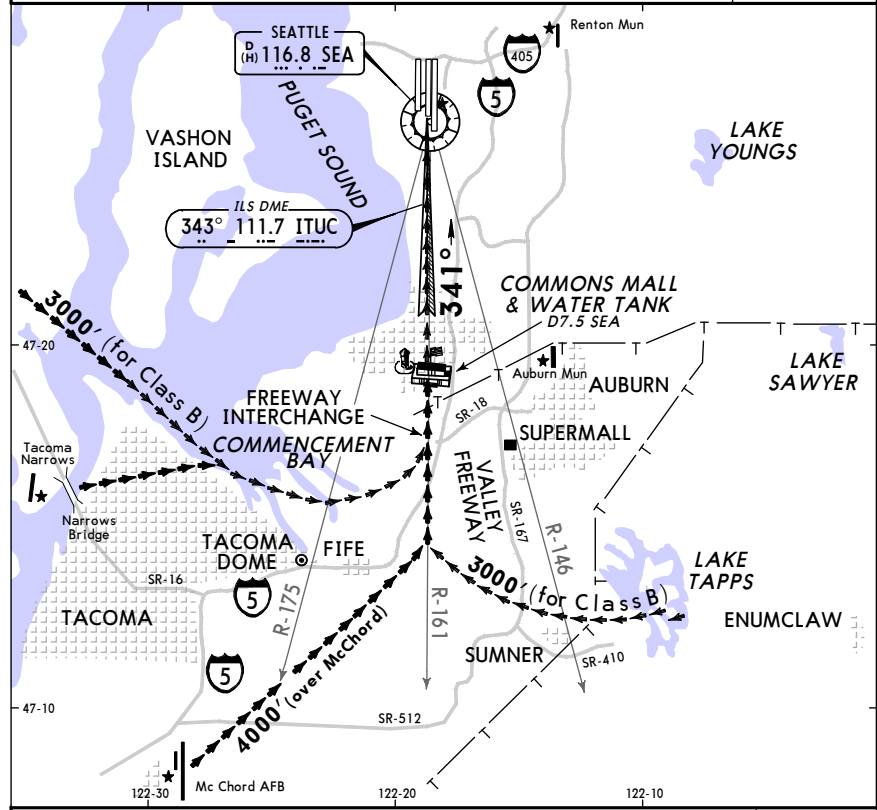
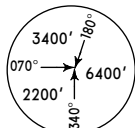
Rwy 16C
 ALSF-II
 PAPI

HUSKY VISUAL APPROACH Rwy 16C
 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 16C approach. When cleared for a Husky Visual Approach, proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16C localizer/SEA R-341° at D13.0 SEA VOR and complete a straight-in visual approach to the airport.

WEATHER MINIMUMS
 Ceiling **5000'** - VIS **4**

KSEA/SEA **SEATTLE, WASH**
-TACOMA INTL 20 FEB 09 **(29-4)**
MALL VISUAL APPROACH
Rwy 34C

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 341°	No FAF	CEIL-VIS 3100'-7	Apt Elev 433'
MISSED APCH: No missed approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR REQUIRED. 2. Vertical Guidance Navaid and Angle: LOC ITUC (GS 3.00°).				

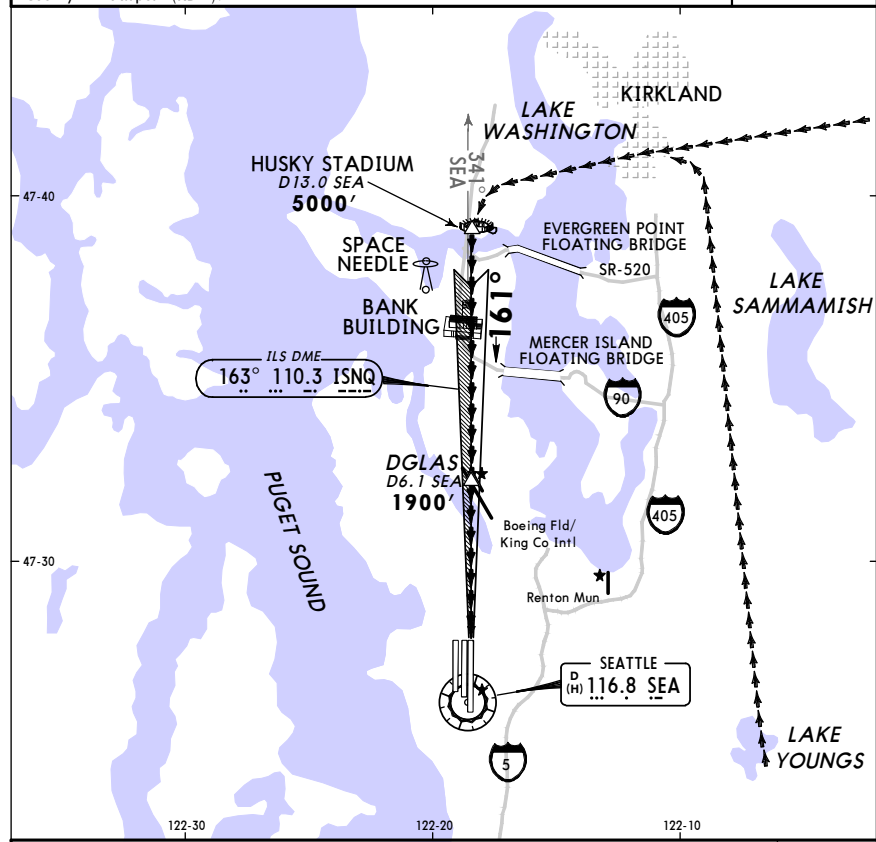


MALL VISUAL APPROACH Rwy 34C
 When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or Lake Tapps or McChord Air Force Base for a Mall Visual Runway 34C approach. When cleared for this approach; proceed inbound visually using the depicted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

WEATHER MINIMUMS
 Ceiling **3100'** - VIS **7**

KSEA/SEA **SEATTLE, WASH**
-TACOMA INTL 6 MAR 09 **(29-5)**
STADIUM VISUAL APPROACH
Rwy 16L

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
NAVAIDS- See Planview	Final Apch Crs 161°	No FAF	Ceil-VIS 5000'-4	Apt Elev 433'
MISSED APCH: No missed approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR REQUIRED. 2. Vertical Guidance Navaid and Angle: LOC ISNQ (GS 3.00°). 3. TCAS sensitive apch due to extensive traffic in the vicinity of the Boeing Field/King County Intl Airport (KBFI).				



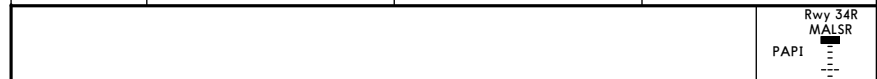
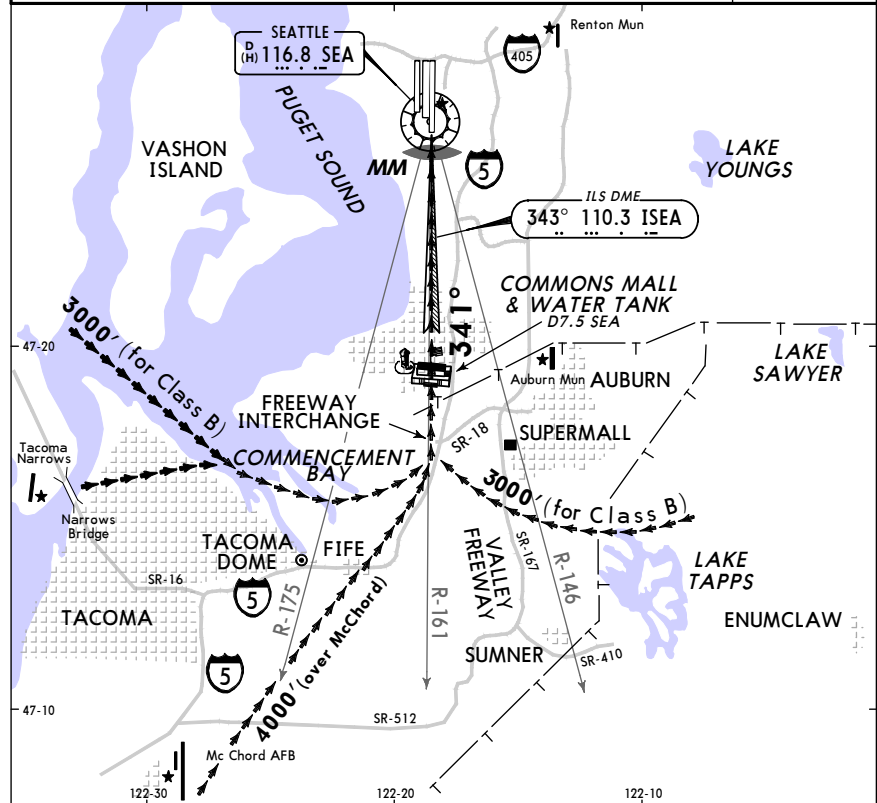
STADIUM VISUAL APPROACH Rwy 16L
 When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Stadium Visual Runway 16L approach. When cleared for a Stadium Visual Approach: proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16L localizer/SEA R-341 at D13.0 SEA VOR and complete a straight-in visual approach to the airport.

WEATHER MINIMUMS
 Ceiling **5000'** - VIS **4**

KSEA/SEA SEATTLE, WASH
 -TACOMA INTL COMMONS VISUAL APPROACH
 Rwy 34R

6 MAR 09 (29-6)

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
NAVAIDS- See Planview	Final Apch Crs 341°	No FAF	CEIL-VIS 3100'-7 Apt Elev 433'
MISSED APCH: No missed approach procedure. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR REQUIRED. 2. Vertical Guidance Navaid and Angle: LOC ISEA (GS 2.75°). MSA SEA VOR			



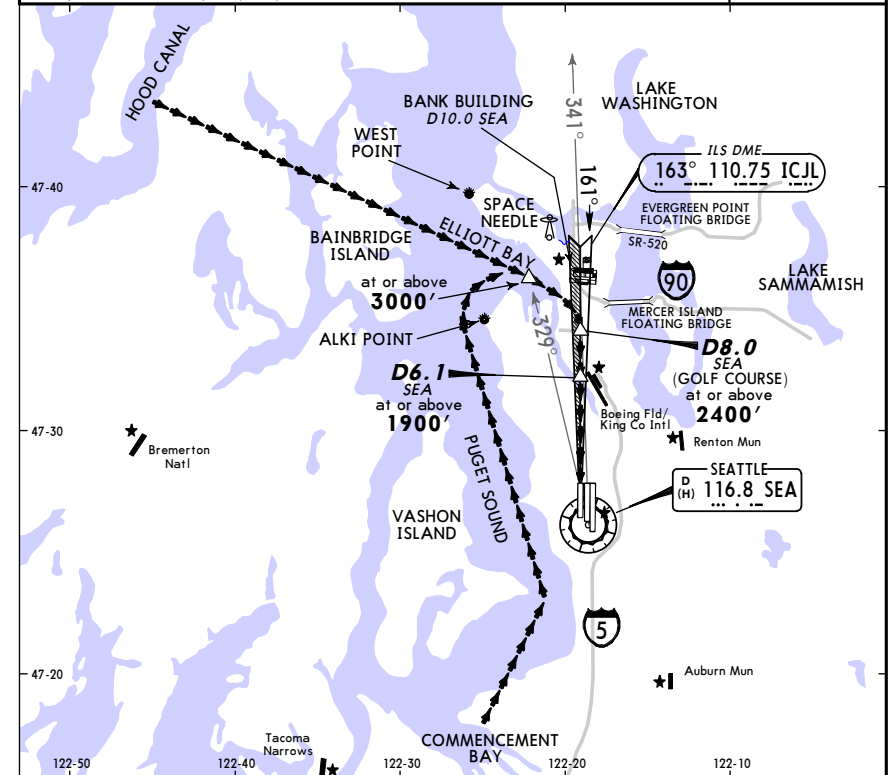
COMMONS VISUAL RWY 34R
 When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Air Force Base or Lake Tapps for a Commons Visual Runway 34R approach. When cleared for this approach: proceed inbound visually using the depicted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

WEATHER MINIMUMS
 Ceiling 3100' - VIS 7

KSEA/SEA SEATTLE, WASH
 -TACOMA INTL ALKI VISUAL APPROACH
 Rwy 16R

1 MAY 09
 Eff 7 May (29-7)

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower	Ground
118.0	125.6	120.95	121.7
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	Ceil-Vis 3100'-4 Apt Elev 433'
MISSED APCH: No missed approach procedure. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of Boeing Field/King County International Airport (KBFI). MSA SEA VOR			



ALKI VISUAL APPROACH Rwy 16R
 When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for an Alki Visual Runway 16R approach. When cleared for an Alki Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R localizer/SEA R-341 on Runway 16R extended centerline at the golf course (D8.0 SEA VOR) 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

KSEA/SEA



SEATTLE, WASH
 DAWG VISUAL

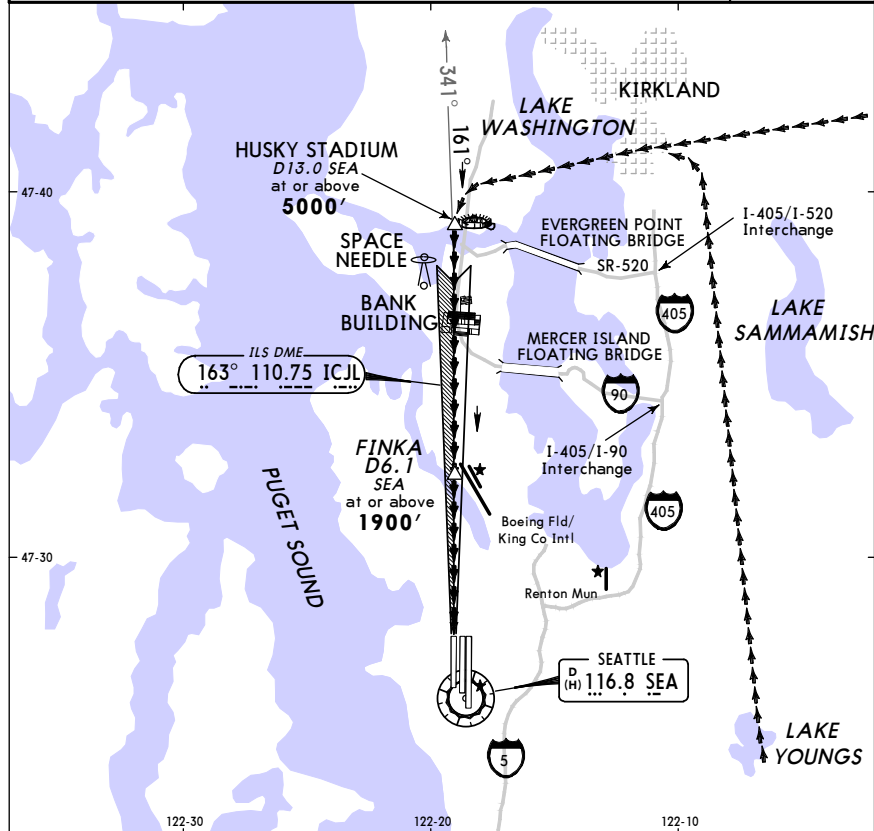
-TACOMA INTL

1 MAY 09
 Eff 7 May (29-8)

Rwy 16R

D-ATIS 118.0		SEATTLE Approach (R) 123.9		SEATTLE Tower 120.95		Ground 121.7	
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF		Ceil-Vis 5000'-4	Apt Elev 433'		

MISSED APCH: No missed approach procedure.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. **RADAR REQUIRED.** 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°).
 3. TCAS sensitive approach due to extensive traffic in the vicinity of Boeing Field/King County Intl Airport (KBF1).



Rwy 16R
 ALSF-II
 PAPI

DAWG VISUAL Rwy 16R
 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 Dawg Visual Runway 16R Approach. When cleared for a Dawg Visual Approach: proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R localizer/SEA R-341 at D13.0 SEA VOR and complete a straight-in visual approach to the airport.

WEATHER MINIMUMS
 Ceiling **5000'** - VIS **4**

KSEA/SEA



SEATTLE, WASH
 SALTY VISUAL APPROACH

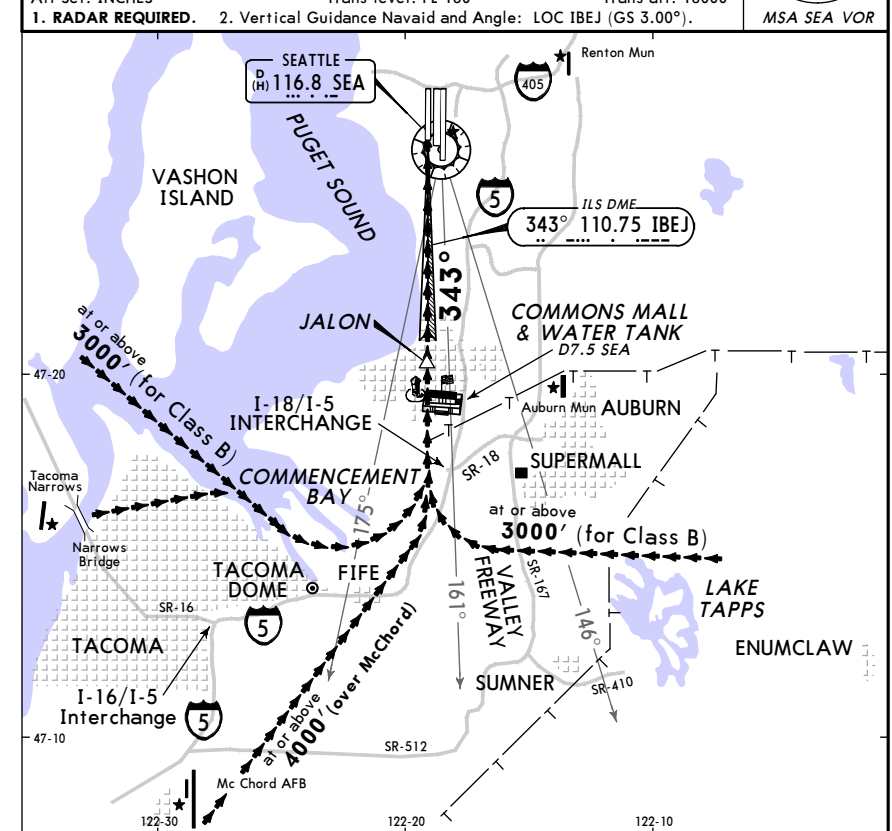
-TACOMA INTL

1 MAY 09
 Eff 7 May (29-9)

Rwy 34L

D-ATIS 118.0		SEATTLE Approach (R) 123.9		SEATTLE Tower 120.95		Ground 121.7	
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF		Ceil-Vis 3100'-7	Apt Elev 433'		

MISSED APCH: No missed approach procedure.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. **RADAR REQUIRED.** 2. Vertical Guidance Navaid and Angle: LOC IBEJ (GS 3.00°).



Rwy 34L
 MALSR
 PAPI

SALTY VISUAL RWY 34L
 When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Air Force Base or Lake Tapps for a Salty Visual Runway 34L Approach. When cleared for this approach: proceed inbound visually using the depicted landmarks to the centerline of Runway 34L. Turn final before or over the interchange of State Route 18 (SR-18) & Interstate 5. Be established on the localizer or rwy centerline at the Commons Mall & Water Tank (D7.5 SEA) & proceed visually to Runway 34L.

WEATHER MINIMUMS
 Ceiling **3100'** - VIS **7**