SEATTLE SEAPLANES SPB (ØWØ) 1 N UTC–8(–7DT) N47°37.66′ W122°19.91′ **SEATTLE**
14 NOTAM FILE SEA
WATERWAY 18W–36W: 9500X300 (WATER)
SERVICE: S2
SEAPLANE REMARKS: Attended 1600Z‡–dusk. Sml watercraft actvt on lake.
AIRPORT MANAGER: 206-329-9638
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Seattle Apch at 206-214-4722.

SEATTLE–TACOMA INTL (SEA)(KSEA) 10 S UTC–8(–7DT) N47°26.99′ W122°18.71′ **SEATTLE**
432 B LRA Class I, ARFF Index E NOTAM FILE SEA **H–1B, L–1D**
RWY 16L–34R: H11901X150 (CONC–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCR 1147/R/B/W/T **IAP, AD**
HIRL CL
RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76′. RVR–TMR 0.6% down.
RWY 34R: MALSR. TDZL. PAPI(P4L)—GA 2.75° TCH 81′. RVR–TMR 0.8% up.
RWY 16C–34C: H9426X150 (CONC–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1111 PCR 1002/R/B/W/T
HIRL CL
RWY 16C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. RVR–TMR 0.6% down.
RWY 34C: MALSR. PAPI(P4L)—GA 3.0° TCH 73′. RVR–TMR 0.8% up.
RWY 16R–34L: H8500X150 (CONC–GRVD) S–120, D–250, 2D–482, 2D/2D2–1007 PCR 866 R/B/W/T HIRL CL
RWY 16R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69′. RVR–TMR 0.6% down.
RWY 34L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. RVR–TMR 0.8% up.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426
RWY 16L: TORA–11901 TODA–11901 ASDA–11901 LDA–11901
RWY 16R: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 34C: TORA–9426 TODA–9426 ASDA–9426 LDA–9426
RWY 34L: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 34R: TORA–11901 TODA–11901 ASDA–11901 LDA–11901
SERVICE: **FUEL** JET A, A1
NOISE: The use of reverse thrust byd what is nec for opnl or safety reasons is discouraged at all times. Noise Abatement flt procedures in effect btn 0600–1400Z‡. For further info ctc SEA Noise Abatement office at 206–787–5393. Cons taxi to tkofs at SEA. When practical, safe and avbl, cons taxi to tkofs are encouraged. Cons taxi to tkofs may rdc acft noise wi nearby communities. To minimize noise, fuel burn, and jet blast, operators are advised to use the mnm rqrd thrust when taxiing invof the trml or acft prkg areas.
AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt–check lcl adzys. Rprt bird strikes to 206–787–7233. 100LL fuel not avbl. Helicopters ldg and dep avoid overflying fuel farm lctd at the southeast corner of the arpt. Do not mistake Twy T for ldg sfc. Twy A south of Twy G rstd to acft with wingspan 225 ft or less. Txl on north side of N stlt rstd to acft with wingspan 118 ft or less. Tri–Txl´s at north stlt: Cntr (Green) Txl rstd to acft with wingspan of 135 ft or less. When an acft is on the cntr (Green) or otr (Orange/Blue) Txl´s, no otr acft can simul use the adj txl(s). Orange and Blue Txl´s are rstd to acft with wingspan 118 ft or less. Two acft can simul use the outer taxilanes. Txl W rstd to acft with wingspan of 135 ft or less N of Twy N and 167 ft or less south to Twy N. Seattle ramp twr provides adzy ctl only. Aces to air cargo 4 prkg and cargo areas rstd to acft with wingspan of 170 ft or less. Twy for corporate hngr ramp rstd to acft with wingspan 62 ft or less for taxi ops. GA cust pkng is very ltd. Acft with wingspans of 171 ft or more prkd at PAX gates or cargo 7 must provide 30 min PPR prior to pushback to Seattle Ramp Twr when vis less than 2400 RVR. Twy J east of Twy T rstd to acft with wingspan 118 ft or less. Rwy 16L–34R rstd to acft with wingspan 260′ or less. Twy H rstd to acft with wingspan 118 ft. Twy B south of Twy S rstd to acft with wingspan 260 ft or less. South satellite txl rstrd to acft with wingspan of 214 ft or less. Cargo1 rstrd to acft with wingspan of 170 ft or less. Air cargo 5 ramp dual eng tax only. PPR for all GA prkg and svcs, ctc 206–433–5481. Op hrs 1500–0500Z‡, with a call out avbl upon req. Rwy status lgts are in operation. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Ldg fee. GA ldg fees payable by major credit cards only. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Seattle–Tacoma Intl Gatehold Procedures, Oceanic Departures.

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AIRPORT MANAGER: (206) 787-5229
WEATHER DATA SOURCES: ASOS (206) 214–2592 WSP.
COMMUNICATIONS: D–ATIS 118.0 206–241–6025 **UNICOM** 122.95
Ⓡ **SEATTLE APP CON** 119.2 (028º–160º SEA Rwy 16) (017º–079º SEA Rwy 34) 120.1 (223º–289º SEA, Rwy 16) (223º–301º SEA, Rwy 34) 120.4 (301º–340º SEA, Rwy 34) 125.6 (Arr West) 125.9 (290º–315º SEA, Rwy 16) (080º–125º SEA Rwy 34) 126.5 (161º–222º SEA, Rwy 16) (126º–222 SEA, Rwy 34) 128.5 (316º–027º SEA, Rwy 16) (302º–016º SEA, Rwy 34) 133.65 (Rwy 16–34) 123.9
SEATTLE TOWER 119.9 (Rwy 16L–34R, Rwy 16C–34C) 120.95 (Rwy 16R–34L)
GND CON 121.7 **CLNC DEL** 128.0
Ⓡ **SEATTLE DEP CON** 119.2 (028º–160º SEA Rwy 16) (017º–079º SEA Rwy 34) 120.1 (223º–289º SEA, Rwy 16) (223º–301º SEA, Rwy 34) 120.4 (301º–340º SEA, Rwy 34) 125.6 (Arr West) 125.9 (290º–315º SEA, Rwy 16) (080º–125º SEA Rwy 34) 126.5 (161º–222º SEA, Rwy 16) (126º–222º SEA, Rwy 34) 128.5 (316º–027º SEA, Rwy 16) (302º–016º SEA, Rwy 34) 123.9
RAMP CTL 126.25 (Gate Hold) 126.875 (North Ramp) 122.275 (South Ramp)
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 117.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.
(VH) (H) VORTACW 116.8 SEA Chan 115 N47º26.12´ W122º18.58´ at fld. 348/19E.
VOR unusable:
002º–010º byd 40 NM
008º–023º byd 20 NM blo 3,500´
008º–023º byd 30 NM blo 4,100´
037º–047º byd 40 NM blo 12,000´
037º–047º byd 46 NM blo 18,000´
048º–066º byd 40 NM
067º–077º byd 40 NM blo 12,000´
067º–077º byd 56 NM blo 18,000´
078º–110º byd 40 NM
125º–130º byd 40 NM
233º–273º byd 20 NM blo 8,000´
233º–273º byd 30 NM blo 10,000´
233º–273º byd 35 NM blo 11,000´
233º–273º byd 8 NM blo 5,500´
250º–275º byd 40 NM
276º–286º byd 40 NM blo 10,000´
276º–286º byd 60 NM
287º–292º byd 40 NM
303º–333º byd 20 NM blo 2,900´
303º–333º byd 30 NM blo 4,000´
305º–315º byd 40 NM blo 5,000´
DME unusable:
008º–028º byd 20 NM blo 4,500´
008º–028º byd 30 NM blo 7,000´
203º–219º byd 27 NM
220º–225º byd 20 NM
226º–239º byd 27 NM
240º–253º byd 15 NM
303º–008º byd 30 NM blo 3,500´
TACAN AZIMUTH unusable:
008º–163º
303º–008º byd 30 NM blo 3,500´
VOR unusable:
305º–315º byd 47 NM blo 5,400´
305º–315º byd 55 NM
316º–327º byd 40 NM blo 18,000´
328º–359º byd 40 NM
333º–353º byd 15 NM blo 3,500´
353º–008º byd 20 NM blo 2,900´
ILS/DME 111.7 I–SZI Chan 54 Rwy 16C. Class IIIE. DME also serves Rwy 34C.
ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when weather is 800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when weather is less than 800/2. Localizer unusable byd 15º left of course.
ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.
ILS/DME 111.7 I–TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.
ILS/DME 110.75 I–BEJ Chan 44(Y) Rwy 34L. Class IIE.
ILS/DME 110.3 I–SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L. Poss Rwy 34R glideslope flctn on fa when wx is 800/2 or btr. Poss Rwy 34R glideslope flctn prior to BUCKK when wx is less than 800/2.
COMM/NAV/WEATHER REMARKS: Freq sectors float depending on rwy in use and sectors generally apply to Seattle TCA.