VFR FLYWAY

VFR TERMINAL AREA CHART
SEATTLE

SEATTLE

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. or greater

Seaplane Base

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private *(Pvt)* - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M, depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) RP * Special conditions exist - see Supplement.

FSS — FAR 91 — Location Identifier — ICAO Location Indicator shown outside contiguous U.S.

NAME (NAM) (PNAM)

CT - 118.3 * ATIS 123.8

289 L 72 122.95

RP 23, 34

VFR Advsy 125.0

AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

* - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215(AIM).)

Class D Airspace

40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (s/c) Airspace

CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

4500 MSL

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

V8 — Total mileage between NAVAIDs on direct Airways

169

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T319 K313 — (Helicopter Only) RNAV Waypoint

Prohibited, Restricted, and Warning Areas, Canadian advisory, Danger, and Restricted Areas

Military Training Routes

Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215(AIM).)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

IR211

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 123.6 123.6 — OAKDALE — 362* 378.6 OAK

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

* - Operates less than continuous or On-Request.

A - ASOS/AWOS

W - HIWAS

FSS radio providing voice communication

122.1R — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 135.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Supplement.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

122.1R — CHICAGO CHI

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

Below 1000 ft AGL

Group Obstruction

Wind Turbine

Wind Turbine Farm

2894' UC — Elevation of the top above mean sea level

2049 (1149) UC — Height above ground. Under construction or reported; position and elevation unverified

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

19E — Isogonic Line (2015 VALUE)

Parachute Jumping Area (See Supplement.)

Space Launch Activity Area (See Supplement.)

VPXYZ — VFR Waypoints (See chart tabulation for latitude/longitude.)

NAME (VPXYZ)

Marine Light

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower

618 (Elevation Base of Tower)

Mountain Pass

11833 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

SEATTLE TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

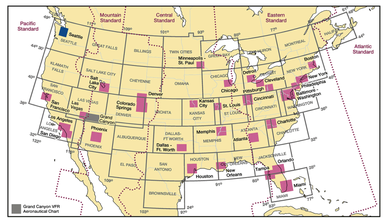
86TH EDITION EFFECTIVE 0901Z **26 MAY 2016**

TO 0901Z **8 DEC 2016**

Includes airspace amendments effective **26 MAY 2016**

and all other aeronautical data received by **31 MAR 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TSEA

NSN 7641014100126

NGA REF. NO. VFRTASEATTLE

EFF. DATE 16147

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Entire area of this chart is within the Pacific Standard Time Zone +8 (+7 DT) = UTC

GROUND ELEVATIONS IN FEET

14410 GLACIER

12000 9000 7000 5000 3000 2000 1000 Sea Level

CONTOUR INTERVAL 200' AND 500' CHANGING ON THE 500' INTERVAL

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://tsa.gov/go/ais and click on "Chart Agent Locator."
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You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-AeronavChart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON SEATTLE TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BOEING FIELD/KING CO INTL	CONTINUOUS	118.3 (I) 257.8	121.9	127.75	
GRAY AAF (JB LEWIS-MCCHORD)	0000 MON-2400 THU 0900-1700 SAT-SUN CLSD HOL	119.325 256.8	121.9 290.2	124.65 306.2	PAR
MCCHORD (JB LEWIS-MCCHORD)	CONTINUOUS	124.8 259.3	118.175 279.65	109.6 270.1	
OLYMPIA RGNL	0800-2000	124.4 254.25	121.6	135.725	
RENTON	0700-2000 OCT-APR 0700-2100 MAY-SEP	124.7 256.9	121.6 256.9	126.95	
SEATTLE-TACOMA INTL	CONTINUOUS	119.9 239.2 (RWYS 16/34R, 16C) 120.95 239.3 (RWYS 16R/34L, 34C)	121.7	118.0	
SNOHOMISH CO (PAINE)	0700-2100	120.2 (ARR E OF CNTRLN OR DEP RWY 16/34R) 120.95 (ARR W OF CNTRLN OR DEP RWY 16R/34L) 256.7	121.8 339.8	128.65	
TACOMA NARROWS	0800-2000	118.5 253.5	121.8	124.05	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SEATTLE CLASS B	119.2 284.7 (341°-075°) 120.1 290.9 (195°-300°) 126.5 377.15 (161°-198°) 119.2 284.7 (RWYS 16 076°-160°) 125.9 290.9 (RWYS 16 301°-340°) 120.4 269.125 (RWYS 34 301°-340°) 125.9 290.9 (RWYS 34 076°-160°)	CONTINUOUS

SPECIAL USE AIRSPACE ON SEATTLE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"SFC" on altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA-issued DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-51	TO BUT NOT INCL 2500	CONTINUOUS	NO A/G	
R-6703 A, B, TO 14,000 C, D, E		0700-2300 MON-FRI 12 HRS IN ADVANCE	SEATTLE TRACON	
R-6703 F, G, TO 5000 H, I, J		0700-2300 MON-FRI 12 HRS IN ADVANCE	SEATTLE TRACON	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CHINOOK A	300 TO 5000	INTERMITTENT 2 HRS IN ADVANCE BY NOTAM .SR-SS	WHIDBEY ISLAND NAS APP	118.2 285.65
RAINIER 1, 2, 3	2000 TO 9000	INTERMITTENT BY NOTAM	SEATTLE TRACON	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

SEATTLE CLASS B AIRSPACE

See back of this chart for procedural information within the Seattle Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12 5

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.