

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

MARNR SEVEN ARRIVAL (RNAV) Transition Routes

BUHNR TRANSITION (BUHNR.MARNR7)
JIGEB TRANSITION (JIGEB.MARNR7)
ROESH TRANSITION (ROESH.MARNR7)
TATOOSH TRANSITION (TOU.MARNR7)
VANCOUVER TRANSITION (YVR.MARNR7)
VICTORIA TRANSITION (YYJ.MARNR7)

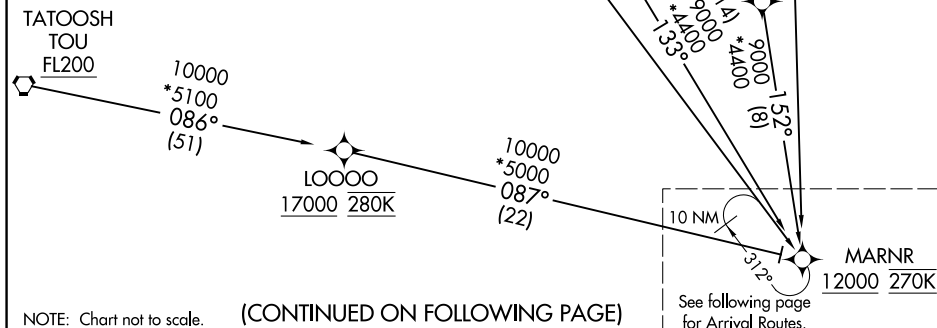
NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: Non-RNP AR aircraft landing Rwy 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.



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(MARNR.MARNR7) 12OCT17

SEATTLE, WASHINGTON
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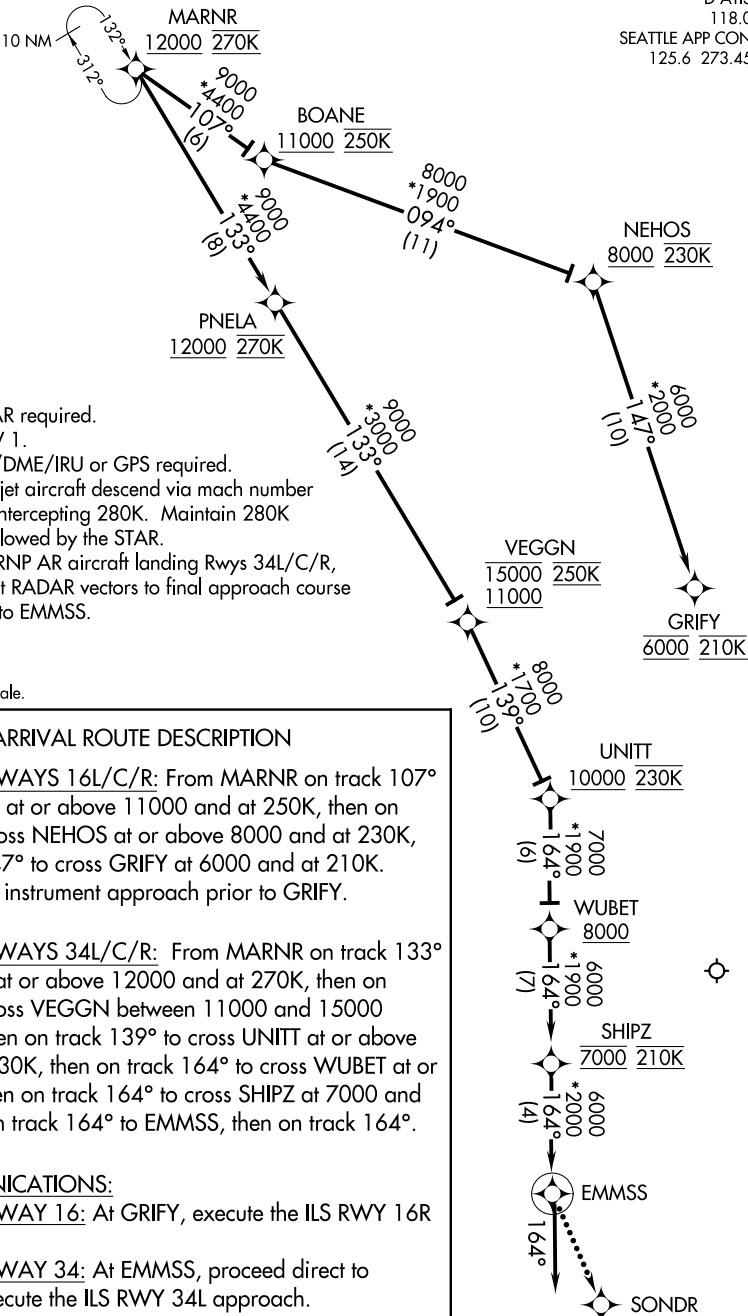
NW-1, 18 APR 2024 to 16 MAY 2024

D-ATIS

118.0

SEATTLE APP CON

125.6 273.45



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 16L/C/R: From MARNR on track 107° to cross BOANE at or above 11000 and at 250K, then on track 094° to cross NEHOS at or above 8000 and at 230K, then on track 147° to cross GRIFY at 6000 and at 210K. Expect assigned instrument approach prior to GRIFY.

LANDING RUNWAYS 34L/C/R: From MARNR on track 133° to cross PNELA at or above 12000 and at 270K, then on track 133° to cross VEGGRN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000 and at 230K, then on track 164° to cross WUBET at or above 8000, then on track 164° to cross SHIPZ at 7000 and at 210K, then on track 164° to EMMSS, then on track 164°.

LOST COMMUNICATIONS:

LANDING RUNWAY 16: At GRIFY, execute the ILS RWY 16R approach.

LANDING RUNWAY 34: At EMMSS, proceed direct to SONDR and execute the ILS RWY 34L approach.