

OZWLD ONE DEPARTURE (RNAV)

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

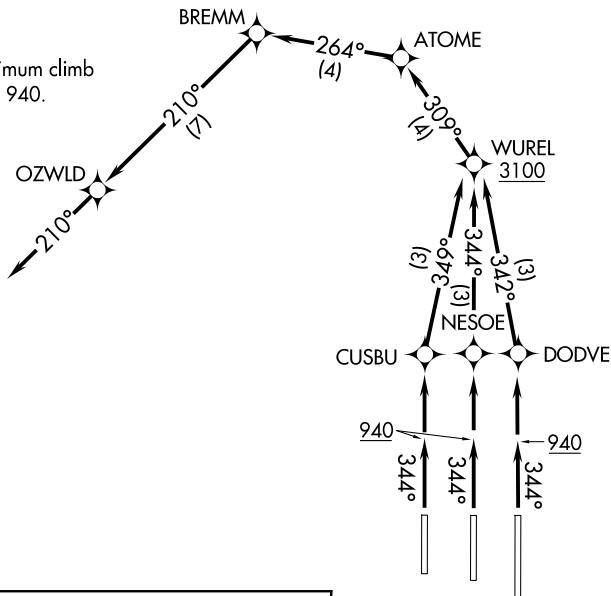
- NOTE: RNAV-1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Procedure available from 2200 to 0600 local.
- NOTE: ALDER departures expect direct/vectors to ALDER.
- NOTE: BUWZO departures expect direct/vectors to BUWZO.
- NOTE: ERAVE departures expect direct/vectors to ERAVE.
- NOTE: FEPOD departures expect direct/vectors to FEPOD.
- NOTE: HQM departures expect direct/vectors to HQM VORTAC.
- NOTE: SUMMA departures expect direct/vectors to SUMMA.

**TOP ALTITUDE:
9000**

D-ATIS 118.0
 CLNC DEL 128.0
 CPDLC
 GND CON 121.7
 SEATTLE TOWER 119.9 239.3 (Rwys 16L/34R, 16C/34C)
 120.95 239.3 (Rwy 16R/34L)
 SEATTLE DEP CON 120.4 269.125

TAKEOFF MINIMUMS

Rwys 16L/C/R: NA, ATC.
 Rwys 34L/C/R: Standard with minimum climb of 500' per NM to 940.



NW-1, 23 JAN 2025 to 20 FEB 2025

NW-1, 23 JAN 2025 to 20 FEB 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34C: Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100, thence. . . .

. . . on track 309° to ATOME, then on track 264° to BREMM, then on track 210° to OZWLD, then on course 210°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.

- △ BUWZO
- △ ALDER
- SUMMA △

NOTE: Chart not to scale.

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