

DME and RADAR required.

SEATTLE APP CON
123.9 338.2
BFI ATIS
127.75
KTCM D-ATIS
135.825 270.1
RNT ATIS
126.95
SEA D-ATIS
118.0

JAKSN
PROP/TURBOPROP: 10000 250K
Maintain 10000.
JET AIRCRAFT: Landing North: 16000 270K
Landing South: 12000 250K
Maintain 12000.
Landing BFI or RNT: 11000 250K
Maintain 11000.

CRANBROOK
112.1 YXC
Chan 58

PAINE
110.6 PAE
Chan 43

WOODI
JET AIRCRAFT:
Landing North:
14000

BOEING FLD/
KING COUNTY
INTL

HETHR
JET AIRCRAFT:
Landing North:
12000 250K
Maintain 12000.

RENTON MUNI

SEATTLE-TACOMA
INTL

SEATTLE
116.8 SEA
Chan 115

MCCHORD FLD

⊙ (JOINT BASE LEWIS-MCCHORD)

NOTE: Landing north/landing south restrictions
are issued per the KSEA flow.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

CRANBROOK TRANSITION (YXC.GLASR3): From over YXC VOR/DME on YXC R-192 and GEG R-013 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

MULLAN PASS TRANSITION (MLP.GLASR3): From over MLP VOR/DME on MLP R-260 and GEG R-080 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

SPOKANE TRANSITION (GEG.GLASR3): From over GEG VORTAC on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

TEMPL TRANSITION (TEMPL.GLASR3): From over TEMPL on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

. . . .from GLASR on PAE R-075 to JAKSN, then on SEA R-023 to WOODI, then on SEA R-023 to HETHR. Thence. . . .

LANDING NORTH: Heading 163° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING MCCHORD FLD: From over HETHR, proceed direct to SEA VORTAC.

LANDING RENTON MUNI: From over HETHR, proceed direct to SEA VORTAC.

LOST COMMUNICATIONS: From HETHR, proceed direct SEA VORTAC.

NW-1, 22 JAN 2026 to 19 FEB 2026

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