

## SEATTLE (SEA/KSEA)

Elevation 433ft

### CATEGORY A

No AV brief required.

### GENERAL

- Large EASTERLY variation
- No air start unit available – APU should be serviceable ex LHR

### Threats

#### Loss of Control

- Flocks of birds in A/D vicinity

#### Mid-Air Collision

- Risk of TCAS RA events (often 'Descend, Descend') when on approach to inboard Rwy 16L/34R during close-in parallel approach operations in visual conditions. Refer to the 'Approach' section for further guidance.
- Risk of TCAS RA events in the vicinity of Boeing Field (BFI/KBFI) when on approach to Rwy 16L/C/R

### ARRIVAL

#### Diversion Airports

PORTLAND	PDX/KPDX	112 nm/186°T	CAT A
VANCOUVER	YVR/CYVR	111 nm/342°T	CAT B
CALGARY	YYC/CYYC	397 nm/057°T	CAT A
SAN FRANCISCO	SFO/KSFO	591 nm/180°T	CAT B

Others which may be used include Spokane and Edmonton.

## Approach

- TCAS RA events frequently occur on approach to the inboard runway – Rwy 16L/34R – during close-in parallel approach operations in visual conditions. ATC do not maintain 1.5nm spacing, often leading to TCAS 'Descend, Descend' guidance due to following traffic at higher airspeed.

**Note:** Local US carriers can operate with TCAS in TA ONLY during close-in parallel approaches and so will not receive or comply with RA guidance.

- ATC will assign BAV arrivals to the outboard runway – Rwy 16R/34L – whenever possible and exclude BAV arrivals from close-in parallel approach operations. Crews should avoid requesting approach to the inboard Rwy 16L/34R except where absolutely necessary.

- Rwy 16L/34R and 16C/34C – when weather conditions are reported as better than 800/2 the ILS critical areas for these runways will not be protected and crews can expect LOC and G/S fluctuations
- Rwy 16L/C/R and Rwy 34L – approach terrain rises rapidly to threshold causing radalt to ramp up quickly. For Rwy 16L the RA reads 120R when 100ft above the airfield.
- Rwy 16C – caution advised when transferring from instrument approach to visual. Ensure alignment with Rwy 16C as Twy T has been mistaken for Rwy 16C in certain lighting conditions.

## GROUND

### A380 Operations

#### Arrival

- If an A380 arrives on Rwy 16L/34R, ATC shall ensure that all aircraft are clear from Twy B north of Twy S
- When the A380 is taxiing on Twy B north of Twy S, ATC will not authorise Rwy 16L/34R to arrivals and departures
- ATC and Ramp control will coordinate operations on Twy B and taxilane W so that the A380 on Twy B does not pass any aircraft on Twy W (or vice-versa)
- When the A380 is on Twy A, ATC will not allow the wingtips of the A380 on Twy A and another A380 or B747-8 on Twy B to pass each other
- Twy J between Rwy 16C/34C and Twy H not available for A380 operations
- When the A380 is on Twy C, ATC will restrict all operations on Twy D.

#### Departure

- If the aircraft departs on runway 16L/34R, ATC shall ensure that all aircraft are clear from Twy B, north of Twy S, while the A380 is on the runway.
- There are no restrictions if the A380 departs on runways 16C/34C or 16R/34L.

#### Airfield Operations

- A 'follow me' will be provided for all A380 taxi operations
- Note there is no de-icing equipment suitable for A380

#### Parking

- There is no A380 tow bar available at Seattle. If the aircraft is carrying its own tow bar it may be parked on gate S11, Cargo 6 Line 3 or Cargo 2 NL1.
- If the aircraft is not carrying a tow bar or the ground handlers are otherwise unable to move the aircraft, it should **only** be parked on Twy A, Twy B south of Cargo 7, or Twy T.
- Taxiing northbound on Twy A the A380 should park at Pink Spot 2A.

- Taxiing southbound on Twy A the A380 should park south of Pink Spot 4A. Ensure that the entire aircraft is south of Pink Spot 4A and north of future Cargo 5 (the Post Office site).
- On Twy B the aircraft should be parked south of Cargo 7. This is only available when the airport is in south flow.
- On Twy T the aircraft will be parked to avoid the ILS critical areas at the north and south ends of the Twy.

### DEPARTURE

- Emergency Turn procedures – refer to CARD for further details.

### WEATHER

- DEC – FEB: Pacific cyclones produce rain with occasional low Stratus, drizzle and fog.
- MAR – MAY: Showery weather with good visibility. Early morning radiation fog usually clearing by 0900 (1700Z).
- JUN – AUG: St moving in from the Pacific up Puget Sound. The incidence of low Stratus increases through the Summer with ceilings down to 300ft.
- SEP – NOV: Radiation fog early morning and gradually increasing rainfall.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Menzies
<b>Handling Agent VHF</b>	130.05
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times