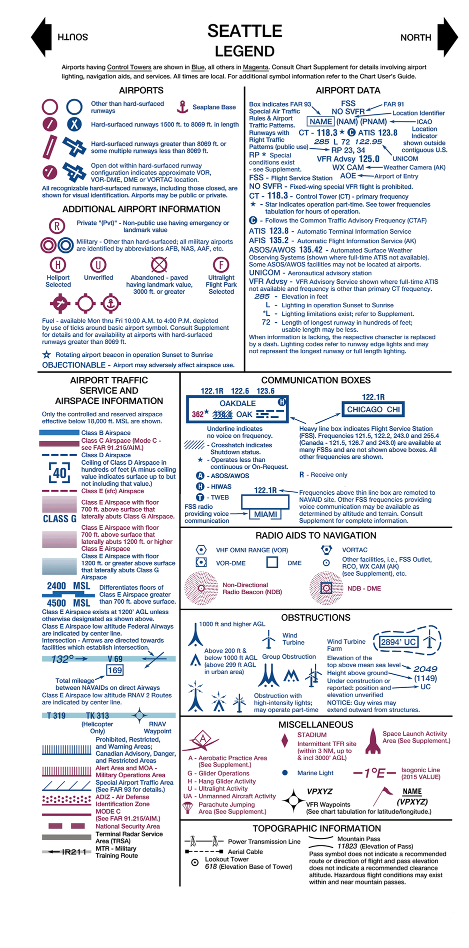

Lambert Conformal Conic Projection Standard Parallels 41° 20′ and 46° 40′
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

CONTOUR INTERVAL 500 *feet*
Intermediate contours 250 *feet*

HIGHEST TERRAIN elevation is *14410 feet* located at 46° 51′ N - 121° 46′W

Spot elevation *4254*
Approximate elevation . . . . x *3200*

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 to show 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.

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

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.

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.

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.

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]

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE
There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.
STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)
STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).
STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.
STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)
STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (Figure 2).
STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.
STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

REPORTING CHART ERRORS
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-Aerochart@faa.gov or write to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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SEATTLE SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

92ND EDITION EFFECTIVE 0901Z **8 DEC 2016**
TO 0901Z **25 MAY 2017**

Includes airspace amendments effective **10 NOV 2016**
and all other aeronautical data received by **13 OCT 2016**

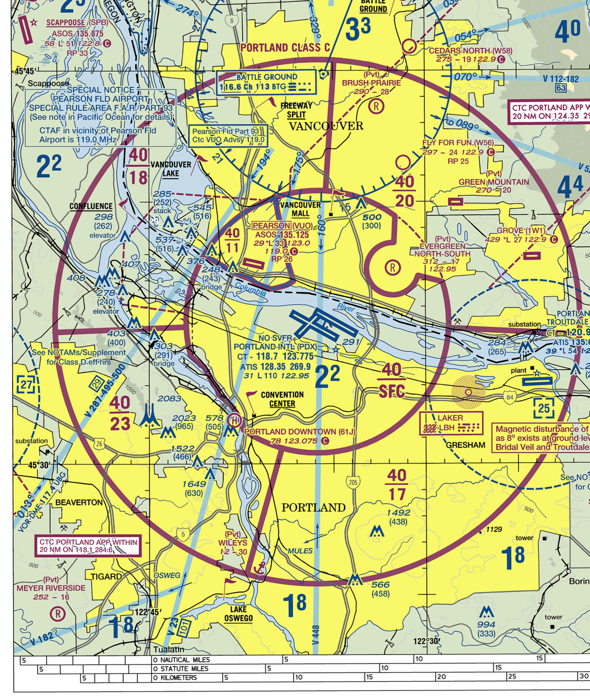
Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs)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

Published from digital files compiled 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: SSEA
NSN 7641014100140
NGA REF. NO. SECXXSEATTLE
EFF. DATE 16343

PORTLAND INSET SCALE 1:250,000



CONTROL TOWER FREQUENCIES ON SEATTLE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are 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	TOWER	GND CON	ATIS	ASR/PAR
ABBOTSFORD	0700-2300	119.4 (INNER) 121.0 (OUTER) 295.0	121.8	119.8	
AURORA STATE	0700-2000	120.35	119.15		
BELLINGHAM INTL	0700-2230	124.9 379.3	127.4 379.3	134.45	
BOEING/KING CO INTL	CONTINUOUS	118.3 (E) 257.8	121.9	127.75	
EASTERN OREGON RGNL	0600-2000	119.7 257.8	121.9 257.8		
FAIRCHILD AFB	CONTINUOUS	120.35 233.7	123.6 275.8	257.625	
FELTS	0600-2000	132.5 239.025	121.7	120.55	
GRANT CO INTL	0600-2200	118.25 (E) 128.0 (W) 257.8	121.9	119.05	
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
LEWISTON–NEZ PERCE CO	0600-2200	119.4 318.8	121.9		
MCCHORD (JB LEWIS–MCCHORD)	CONTINUOUS	124.8 259.3	118.175 279.65	270.1	
MCNARY	0700-2100	119.1 257.2	121.9	124.55	
OLYMPIA RGNL	0800-2000	124.4 254.25	121.6	135.725	
PORTLAND–HILLSBORO	0600-2200	119.3 239.3	121.7	127.65	
PORTLAND INTL	CONTINUOUS	118.7 257.8 (RWY 10L/28R) 123.775 251.125 (RWYS 3/21 & 10R/28L)	121.9 348.6	128.35 269.9	
PORTLAND–TROUTDALE	0700-2200	120.9 254.3	121.8	135.625	
RENTON	0700-2000 OCT–APR 0700-2100 MAY–SEP	124.7 256.9	121.6 256.9	126.95	
SEATTLE–TACOMA INTL	CONTINUOUS	119.9 239.3 (RWYS 16L/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 16L/34R) 132.95 (ARR W OF CNTRLN OR DEP RWY 16R/34L) 256.7	121.8 339.8	128.65	
SPOKANE INTL	CONTINUOUS	118.3 278.3	121.9 348.6	124.325 254.375	
TACOMA NARROWS	0800-2000	118.5 253.5	121.8	124.05	
TRI-CITIES	0600-2200	135.3 323.3	121.8	125.65	
VICTORIA INTL	0600-2400	119.1 (OUTER) 119.7 (INNER) 239.6	121.9 361.4	118.8	
WALLA WALLA RGNL	0600-1830	118.5 289.4	121.6 289.4		
WHIDBEY ISLAND NAS/AULT	CONTINUOUS	127.9 340.2	121.75 336.4	134.15 281.5	ASR/PAR
YAKIMA/MCALLISTER	0600-2200	133.25 257.8	121.9	125.25	

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 (199°-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
FAIRCHILD AFB/SPOKANE CLASS C	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	CONTINUOUS
PORTLAND CLASS C	118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)	CONTINUOUS
WHIDBEY ISLAND CLASS C	118.2 285.65 (W) 120.7 270.8 (E)	CONTINUOUS

SPECIAL USE AIRSPACE ON SEATTLE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an 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 and 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-5701	SEE FACE OF CHART	0730-2359 MON-FRI †6 HRS IN ADVANCE	SEATTLE CNTR	132.6 269.35
R-5706	3500 TO 10,000	0730-2359 MON-FRI †6 HRS IN ADVANCE	SEATTLE CNTR	132.6 269.35
R-6701	TO 5000	INTERMITTENT BY NOTAM 2 HRS IN ADVANCE	WHIDBEY ISLAND NAS APP	118.2 285.65
R-6703 A, B, C, D, E	TO 14,000	0700-2300 MON-FRI †2 HRS IN ADVANCE	SEATTLE TRACON	
R-6703 F, G, H, I, J	TO 5000	0700-2300 MON-FRI †2 HRS IN ADVANCE	SEATTLE TRACON	
R-6714 A, B, C, D, F, G	TO BUT NOT INCL 29,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	132.6 269.35 118.55 251.1
R-6714 H	TO BUT NOT INCL 5500	INTERMITTENT BY NOTAM	SEATTLE CNTR	132.6 269.35 118.55 251.1

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
W-237 A, B LOW	TO BUT NOT INCL FL 230	INTERMITTENT BY NOTAM	SEATTLE CNTR	125.1 319.2
W-570	TO FL 500	INTERMITTENT BY NOTAM	SEATTLE CNTR	124.2 317.6 132.07 257.65
A-680	TO 3000	1000-0130 MON-FRI† APR–OCT 1000-2359 MON-FRI† NOV–MAR	NO A/G	

CANADA R–RESTRICTED, D–DANGER, A–ADVISORY AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYR103	BENTINCK ISLAND, BC	TO 1500 ABV 1500 TO 3000	CONTINUOUS OCSL BY NOTAM	VANCOUVER ACC
CYR104	ESQUIMALT, BC	TO 2000	OCSL BY NOTAM	VANCOUVER ACC
CYR108	MARY HILL, BC	TO 3000	OCSL BY NOTAM	VANCOUVER ACC
CYR109	JUAN DE FUCA STRAIT, BC	TO UNLIMITED	OCSL BY NOTAM 48 HRS PN	VANCOUVER ACC
CYR114	VICTORIA, BC	TO 500	CONTINUOUS	
CYR139	WILLIAM HEAD, BC	TO 1000	CONTINUOUS	
CYR141	MATSQUI, BC	TO 300	CONTINUOUS	
CYR156	ALBERT HEAD, BC	TO 3000	OCSL BY NOTAM	VANCOUVER ACC
CYR165	CHILLIWACK, BC	TO 4000	CONTINUOUS	
CYA102 (M)	BLACK ROCK, BC	TO 10,000	OCSL BY NOTAM	VANCOUVER ACC
CYA105 (H)	CHILLIWACK, BC	TO 8000	CONTINUOUS DAYLIGHT	
CYA110 (H)	VICTORIA, BC	TO 2500	OCSL BY VICTORIA ATIS	VICTORIA TOWER
CYA113 (A)/(T)/(H)	NANAIMO, BC	TO 5000	CONTINUOUS DAYLIGHT	
CYA117 (H)	OLIVER, BC	TO 5000	CONTINUOUS DAYLIGHT	
CYA118 (A)/(T)/(H)	DUNCAN, BC	TO 3000	CONTINUOUS DAYLIGHT	
CYA135 (H)	LAKE COWICHAN, BC	TO 6000	CONTINUOUS DAYLIGHT	
CYA145 (H)	VICTORIA/SALTSPRING ISLAND, BC	TO 2500, OCSL 4000 BY NOTAM	OCSL BY NOTAM	
CYA184 (A)/(T)/(H)	CHILLIWACK, BC	TO 5500	CONTINUOUS DAYLIGHT	
CYA187 (A)/(T)/(H)	SUMAS, BC	TO 5000	CONTINUOUS DAYLIGHT	

A – Acrobatic F – Aircraft Test Area H – Hang Gliding M – Military Operations P – Parachuting S – Soaring T – Training

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BOARDMAN	4000	0730-2359 MON-FRI †6 HRS IN ADVANCE	SEATTLE CNTR	132.6 269.35
BOARDMAN LOW	500 AGL TO BUT NOT INCL 4000	0730-2359 MON-FRI †6 HRS IN ADVANCE	SEATTLE CNTR	132.6 269.35
CHINOOK A, B	300 TO 5000	INTERMITTENT 2 HRS IN ADVANCE BY NOTAM SR-SS	WHIDBEY ISLAND NAS APP	118.2 285.65
OKANOGAN A	9000	INTERMITTENT BY NOTAM	SEATTLE CNTR	126.1 291.6
OKANOGAN B, C	300 AGL TO BUT NOT INCL 9000	INTERMITTENT BY NOTAM	SEATTLE CNTR	126.1 291.6
OLYMPIC A, B	6000	BY NOTAM	SEATTLE CNTR	125.1 319.2
RAINIER 1, 2, 3	2000 TO 9000	INTERMITTENT BY NOTAM	SEATTLE TRACON	
ROOSEVELT A	9000	INTERMITTENT BY NOTAM	SEATTLE CNTR	126.1 291.6
ROOSEVELT B	300 AGL TO BUT NOT INCL 9000	INTERMITTENT BY NOTAM	SEATTLE CNTR	126.1 291.6

*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.

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.

Boundary of NOAA Regulated National Marine Sanctuary Designated Areas (see http://sanctuaries.noaa.gov/flight).

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