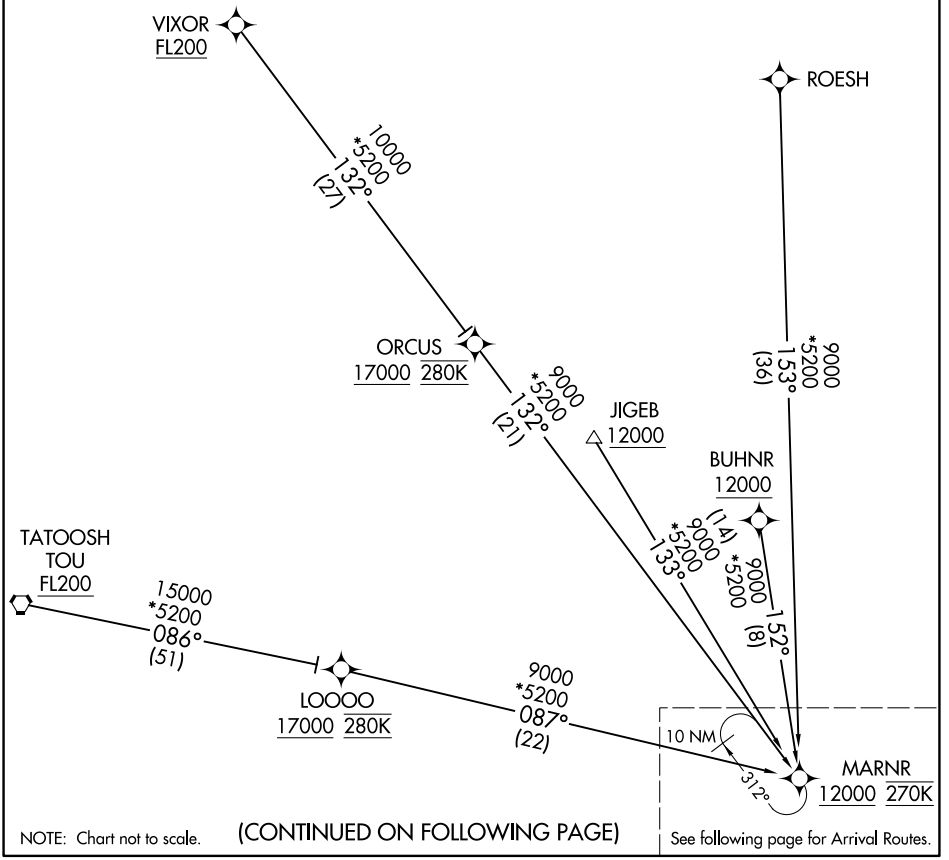
BUHNR TRANSITION (BUHNR.MARNR8)
JIGEB TRANSITION (JIGEB.MARNR8)
ROESH TRANSITION (ROESH.MARNR8)
TATOOSH TRANSITION (TOU.MARNR8)
VIXOR TRANSITION (VIXOR.MARNR8)

SEATTLE APP CON
125.6 273.45
D-ATIS
118.0

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: Non-RNP AR aircraft landing Rwys 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.
NOTE: Expect assigned instrument approach prior to GRIFY.

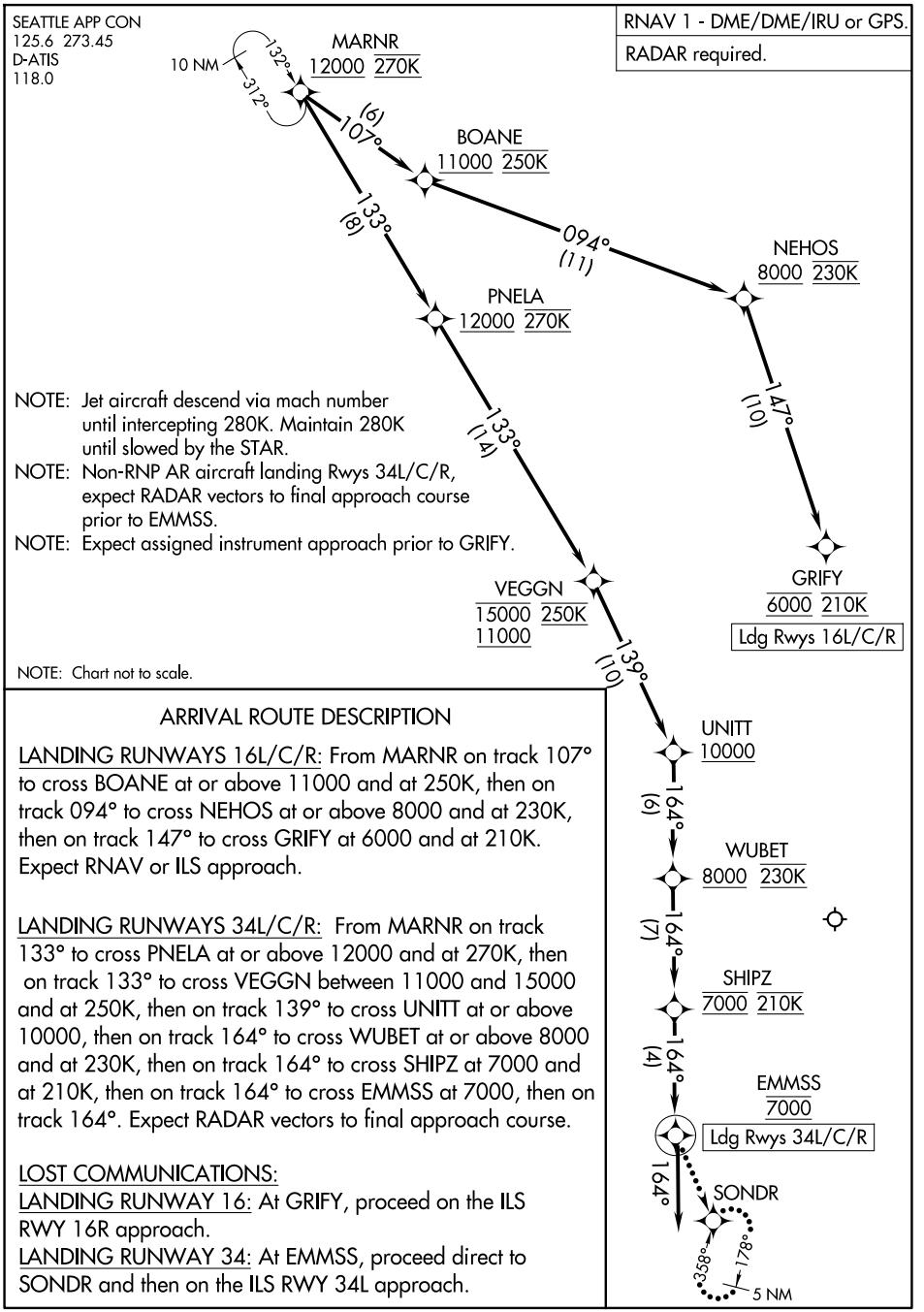


NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026



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

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

NOTE: Expect assigned instrument approach prior to GRIFY.

NOTE: Chart not to scale.

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 RNAV or ILS approach.

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 VEGGN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000, then on track 164° to cross WUBET at or above 8000 and at 230K, then on track 164° to cross SHIPZ at 7000 and at 210K, then on track 164° to cross EMMSS at 7000, then on track 164°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
LANDING RUNWAY 16: At GRIFY, proceed on the ILS RWY 16R approach.
LANDING RUNWAY 34: At EMMSS, proceed direct to SONDR and then on the ILS RWY 34L approach.

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026