Air Traffic Briefing
FAA Mission

“Our continuing mission is to provide the safest, most efficient aerospace system in the world.”

Steven Vale, SEA ATCT Air Traffic Manager
August 21, 2018
Uneven Thresholds: Requires increased separation between arrivals and departures North Flow.

Taxiway limitations North Flow make it very difficult to depart 34C and keep traffic moving on Taxiway B.

2,500 Feet between Inboard and Outboard runway: Allows aircraft to operate independently of one another.
Boeing Field Interaction
Procedures & Equipment

– SEA is slotted to receive Wake Turbulence Recategorization in October 2018.
  • Minimal foreseen impact to AAR/ADR due to fleet mix.

– Glide Slope angle on 34R of 2.75 degrees was the industry standard when created
  • Still within current standards of 2.5 – 3 degrees
Four Post System
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Fleet Mix Changes

In 2005, turboprops accounted for 33% of the aircraft operating at SEA. In 2017, the percentage of turboprop aircraft was 17%. The percentage of aircraft classified as “heavy” have also increased during this timeframe.
SEA Traffic Counts

- 1998 – 407,597
- 1999 – 433,660
- 2000 – 445,677 (steady drop 2001 to 2012)
- 2012 – 309,597
- 2016 – 412,170
- 2017 – 416,136 (10% increase year over year 2013-2016)
- 2018 – projected – 435,000, about 1999 numbers
Thank you.