

**RNT-KRNT**

1-10

**A01****GENERAL****Operational Hours****ATS Hours:** TWR 1500-0400± OCT 01- APR 30, 1500-0500± MAY 01- SEP 30**AD OPS Hours:** Attended 1500±-Dusk**Airport Information****RFF:** Not published**Fuel:** Jet A, A+**PCN:** Not published**Operation****Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

Limited Aviation Weather Reporting Station (LAWRS) in operation.

During TWR HR of operation and VMC WX, TWR has control of the West Channel over the water, at and below 800ft AGL. If operating in the West Channel above 800ft AGL or outside TWR HR, contact Boeing TWR 118.300 prior to operate in the West Channel.

**TWY Restriction**

West TWY MAX wingspan 36m / 118ft.

TWY B between TWY B3 and B5 MAX wingspan 15m / 50ft.

**Noise Abatement Procedure**

NAP in effect. Contact AD manager.

**Warnings****SEA VOR** unusable:

R233-R273 beyond 20NM below 8000ft.

R233-R273 beyond 8NM below 5500ft.

R333-R353 beyond 15NM below 3500ft.

**SEA DME** unusable:

R008-R028 beyond 20NM below 4500ft.

R203-R253 beyond 27NM.

**RNT NDB** unusable:

055°-090° beyond 20NM below 7000ft.

Be alert for Boeing production ACFT being towed across RWY during TWR HRs CLSD.

Birds in vicinity of AD and along Lake Washington shoreline at all times.

**EMERG FREQ:** 121.500 not AVBL at TWR.**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

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**A01****ARRIVAL****Communication****COM Failure:** See CRAR and in addition;**CHINS**

After AUBRN proceed direct SEA VOR/DME.

**EPHRATA, GLASR**

From over HETHR proceed direct SEA VOR/DME.

**OLYMPIA**

From over FOURT proceed direct SEA VOR/DME.

**Arrival Procedure****VFR Traffic Pattern:** RWY 34 right-hand circuit.**DEPARTURE****Take-off Minima**

RWY		34	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 5.5% up to 2700
3+4 ENG		0 - 0.5V	
All ACFT		Not authorized	SID RENTN
RWY		16	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID RENTN: MNM climb gradient 6.7% up to 800
3+4 ENG		0 - 0.5V	All other departures: MNM climb gradient 6.7% up to 2000
All ACFT		Not authorized	SID BELLEVUE

**Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR and in addition;**BELLEVUE**

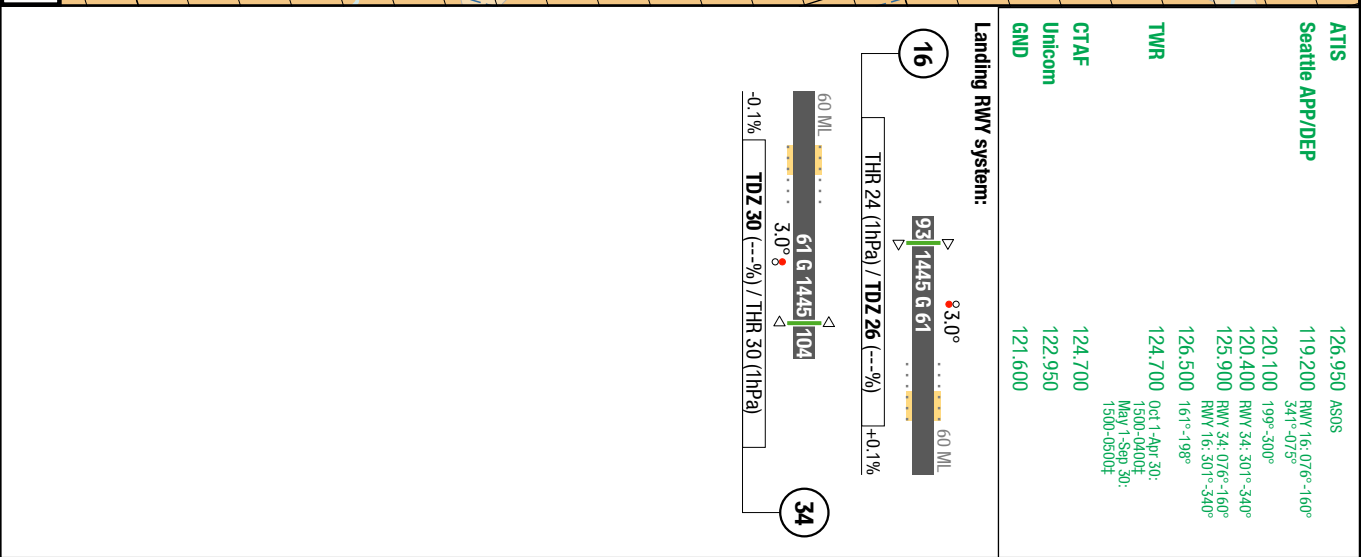
If no contact with Seattle DEP CTL within 3min after DEP, climbing left turn direct PAE VOR/DME, continue climb in PAE VOR/DME HLDG pattern to cross PAE VOR/DME at or above MEA/MCA for direction of flight.

**RENTN**

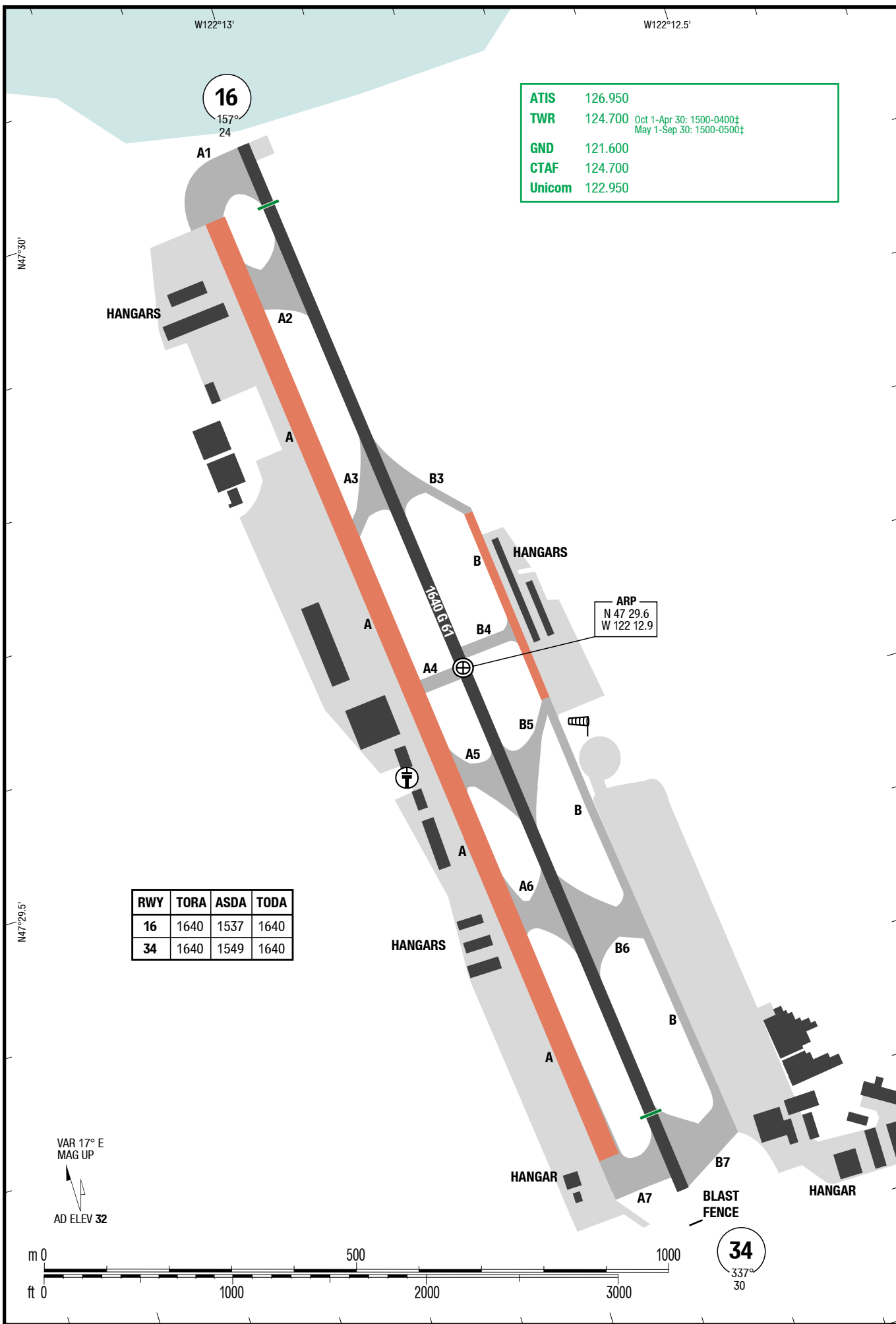
If no contact with Seattle DEP CTL within 3min after DEP, climbing right turn direct SEA VOR/DME, continue climb in SEA VOR/DME HLDG pattern to cross SEA VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

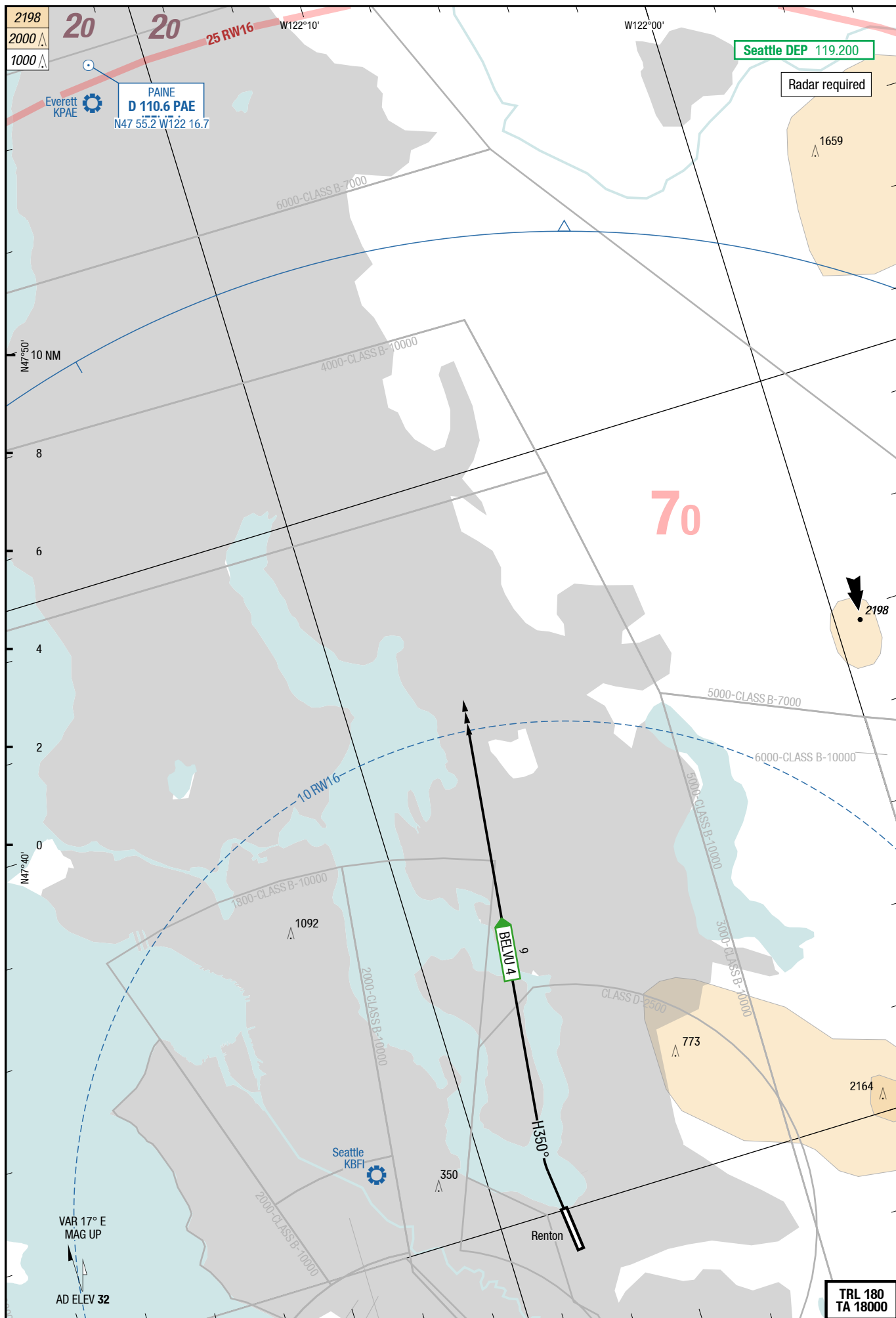
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AGC



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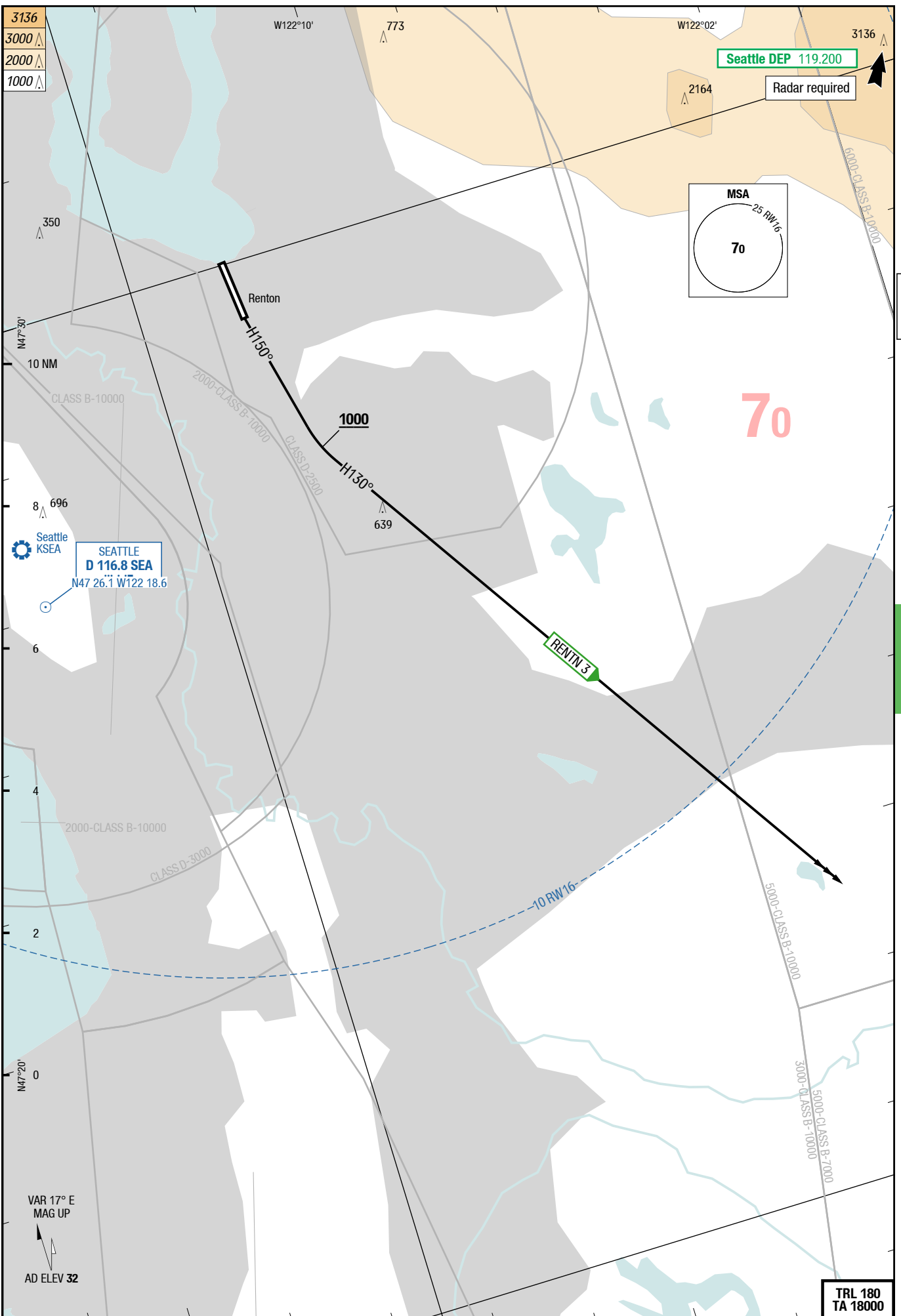




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### RENTN 3

### RENTN 3



## RNT-KRNT

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## BELLEVUE 4 (BELVU 4)

SIDPT

## BELLEVUE 4

RWY 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
BELLEVUE 4 BELVU 4 ①	HDG 350° - expect radar vectors	initial climb 3000

① Expect filed altitude within 5 minutes after departure

Changes: PROC renumbered, Climb gradient

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## RENTN 3

## RENTN 3

RWY 16 (157°)

	GS	120	150	180	210	240	270
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>RENTN 3</b> 6.7% to 800 <b>119.200</b> ①	HDG 150° to MNM <b>1000</b> - LT HDG 130° - expect radar vectors	<b>initial climb 3000</b>

① Expect filed altitude within 5 minutes after departure



## RNT-KRNT

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## Obstacle Departure

Obstacle Departure	
RWY	Routing
16	Climb HDG 157° to MNM 3000, then climbing RT to intercept R180 SEA to SEA. Climb in holding pattern (East, LT, 290° INBD) to cross SEA at or above MEA/MCA for route of flight.
34	Climb HDG 337° to MNM 3000, then climbing LT to intercept R340 SEA to SEA. Climb in holding pattern (East, LT, 290° INBD) to cross SEA at or above MEA/MCA for route of flight.
RWY	Notes
16	Building, vehicles on roads, walls, general utility, poles beginning 8ft from DER, 3ft left of centerline, up to 26ft AGL/59ft MSL. Sign, vehicles on roads, wall beginning 40ft from DER, 116ft right of centerline, up to 19ft AGL/49ft MSL. Poles, vehicles on roads, trees, sign, buildings beginning 181ft from DER, 3ft right of centerline, up to 40ft AGL/73ft MSL. Poles, vehicles on road, buildings, vegetation, trees beginning 287ft from DER, 10ft left of centerline, up to 39ft AGL/71ft MSL. Trees, poles beginning 585ft from DER, 39ft right of centerline, up to 101ft MSL. Trees, building beginning 716ft from DER, 5ft right of centerline, up to 106ft MSL. Trees 941ft from DER, 383ft right of centerline, 120ft MSL. Trees beginning 998ft from DER, 9ft right of centerline, up to 146ft MSL. Trees beginning 1626ft from DER, 3ft left of centerline, up to 82ft MSL. Trees beginning 1638ft from DER, 70ft left of centerline, up to 119ft MSL. Trees, building beginning 1720ft from DER, 9ft left of centerline, up to 120ft MSL. Transmission line 1.4 NM from DER, 2562ft left of centerline, 121ft AGL/453ft MSL. Trees 1.9 NM from DER, 3214ft left of centerline, 572ft MSL.
34	Vehicles on road 2ft from DER, 194ft right of centerline, 9ft AGL/28ft MSL. Vehicles on road 2ft from DER, 242ft right of centerline, 10ft AGL/29ft MSL. Lighting 6ft from DER, 80ft left of centerline, 2ft AGL/25ft MSL. Fence 17ft from DER, 329ft left of centerline, 8ft AGL/29ft MSL.

## RNT-KRNT

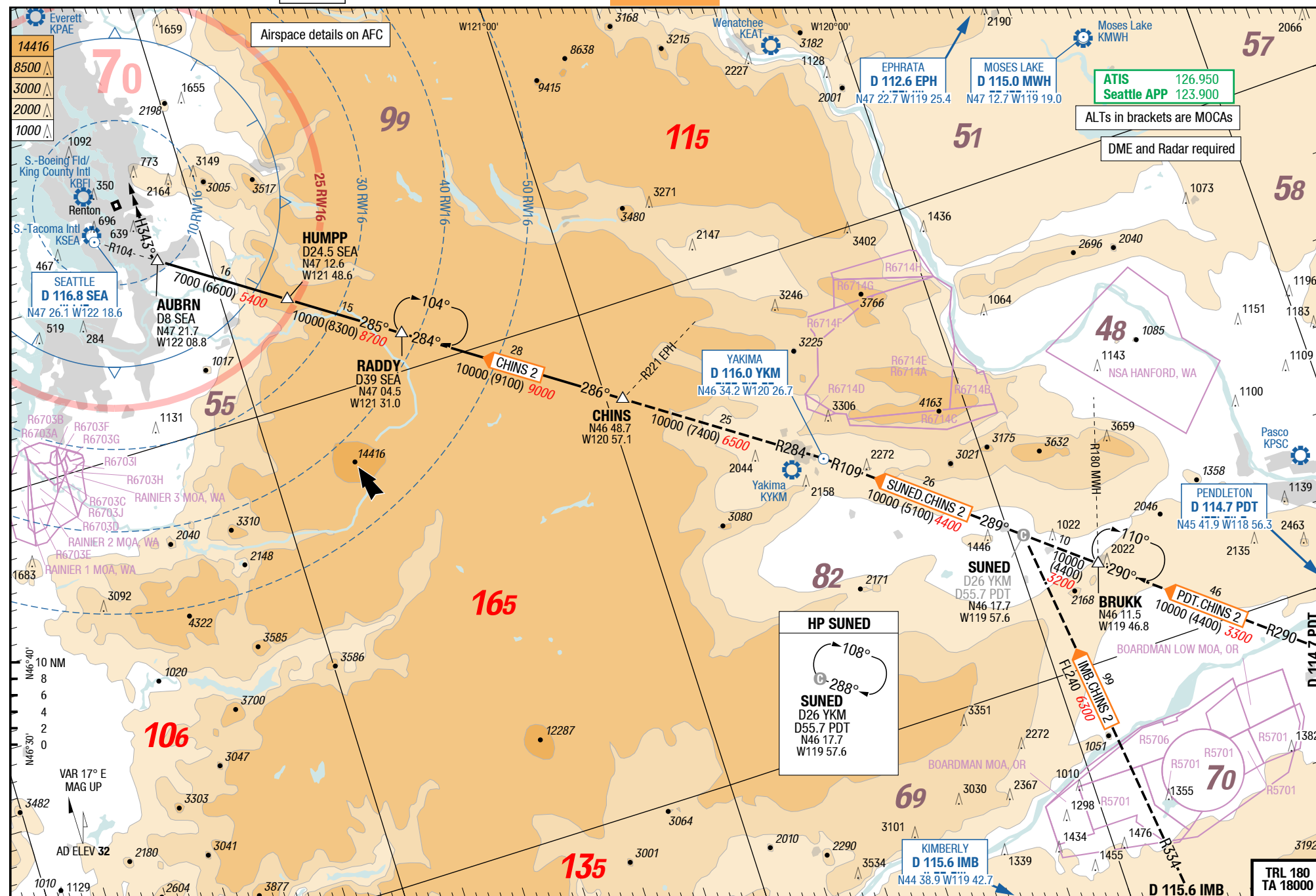
## CHINS 2

# STAR

# STAR

## CHINS 2

6-10



Changes: MSA, Navaid RNT CNL, SUAs, OBST

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**17-MAY-2018**

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# STAR

# STAR

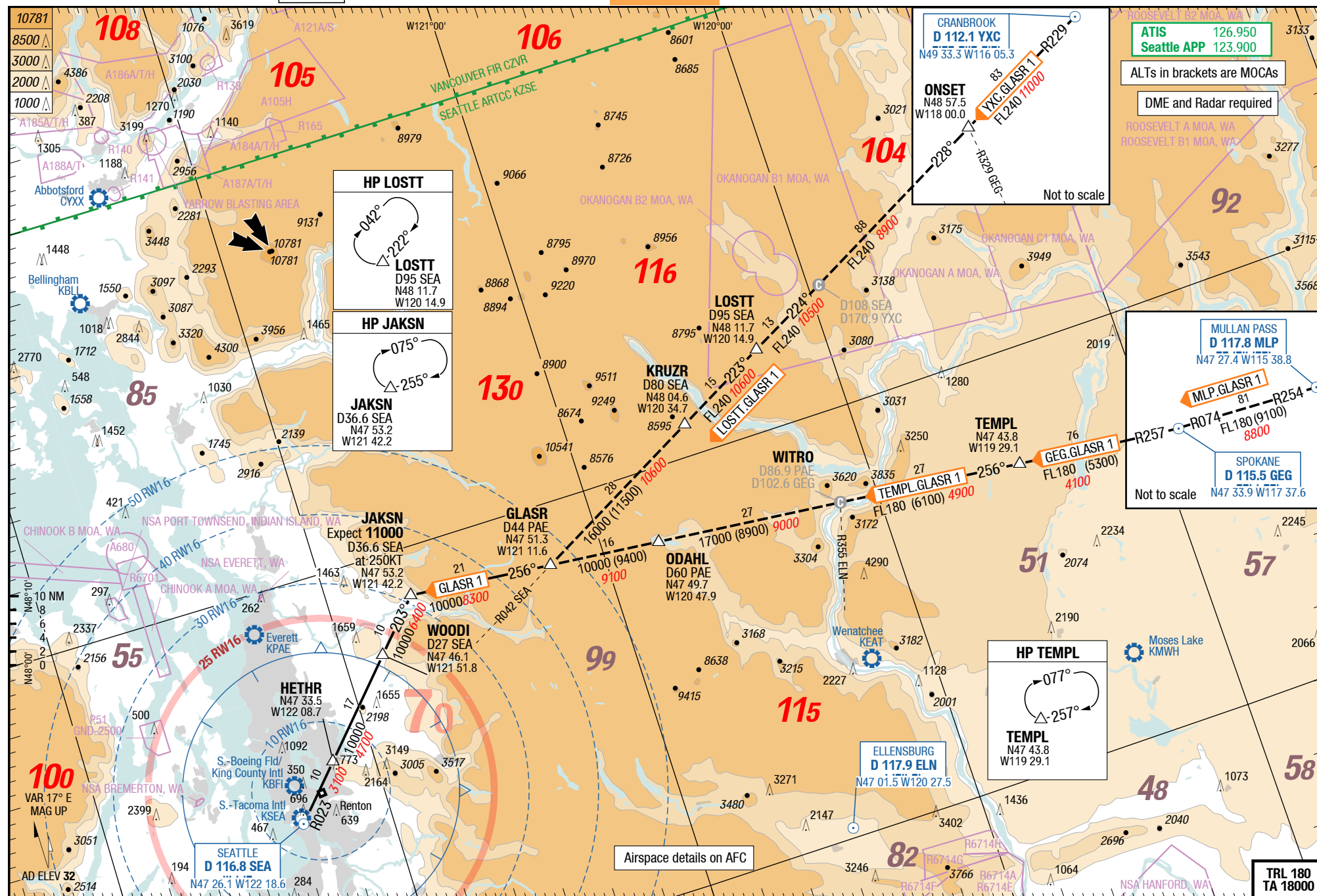
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## RNT-KRNT

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## GLASR 1

## GLASR 1



Changes: MSA, Navaid RNT CNL, SUAs, OBST



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# STAR

# STAR

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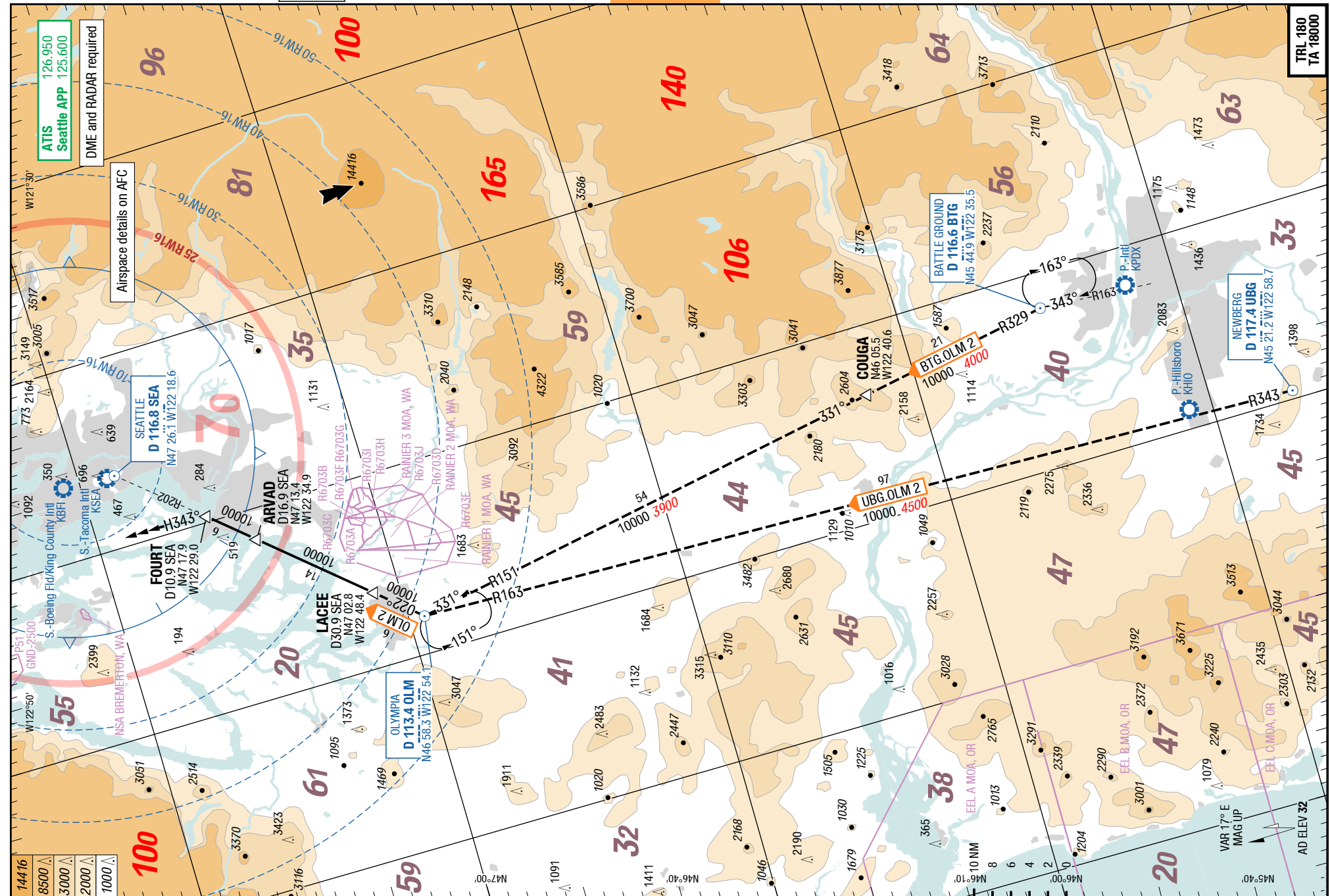
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## OLYMPIA 2 (OLM2)

## RNT-KRNT

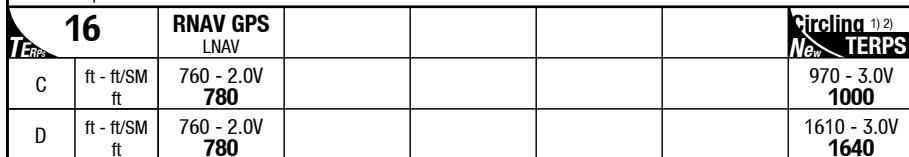
6-30

## OLYMPIA 2 (OLM2)



Changes: MSA, Navaid RNT CNL, MGA, OBST, SUAs

## RNAV (GPS) Y 16



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