

Highline Forum

Question asked – Are arrivals lower now than they were a couple of years ago?

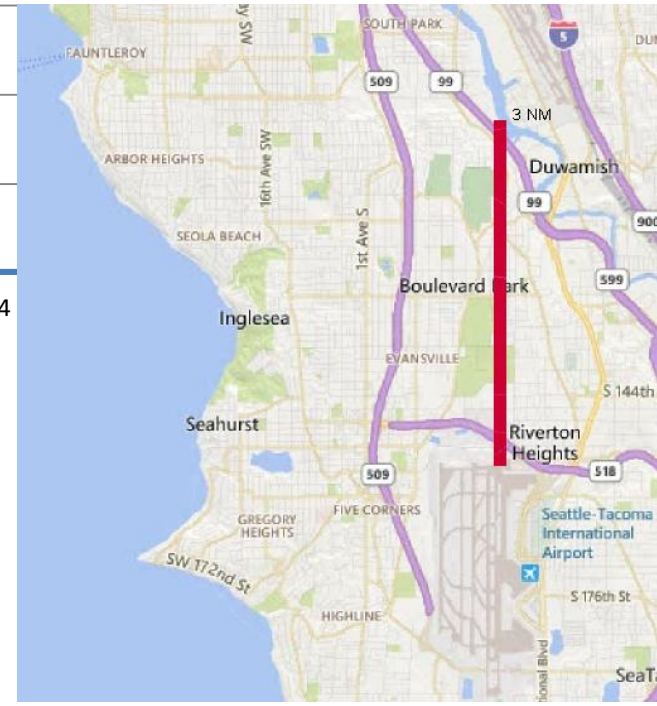
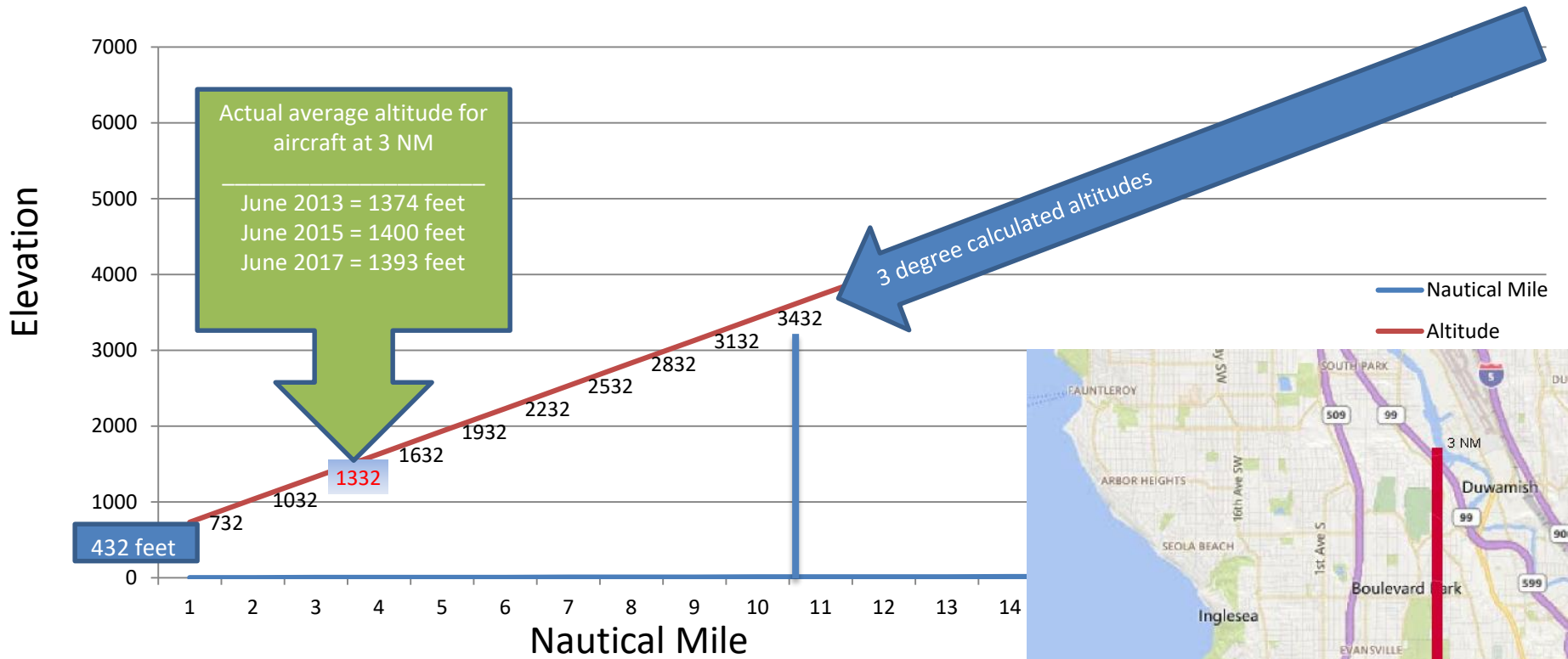
Sea-Tac Airport Runways



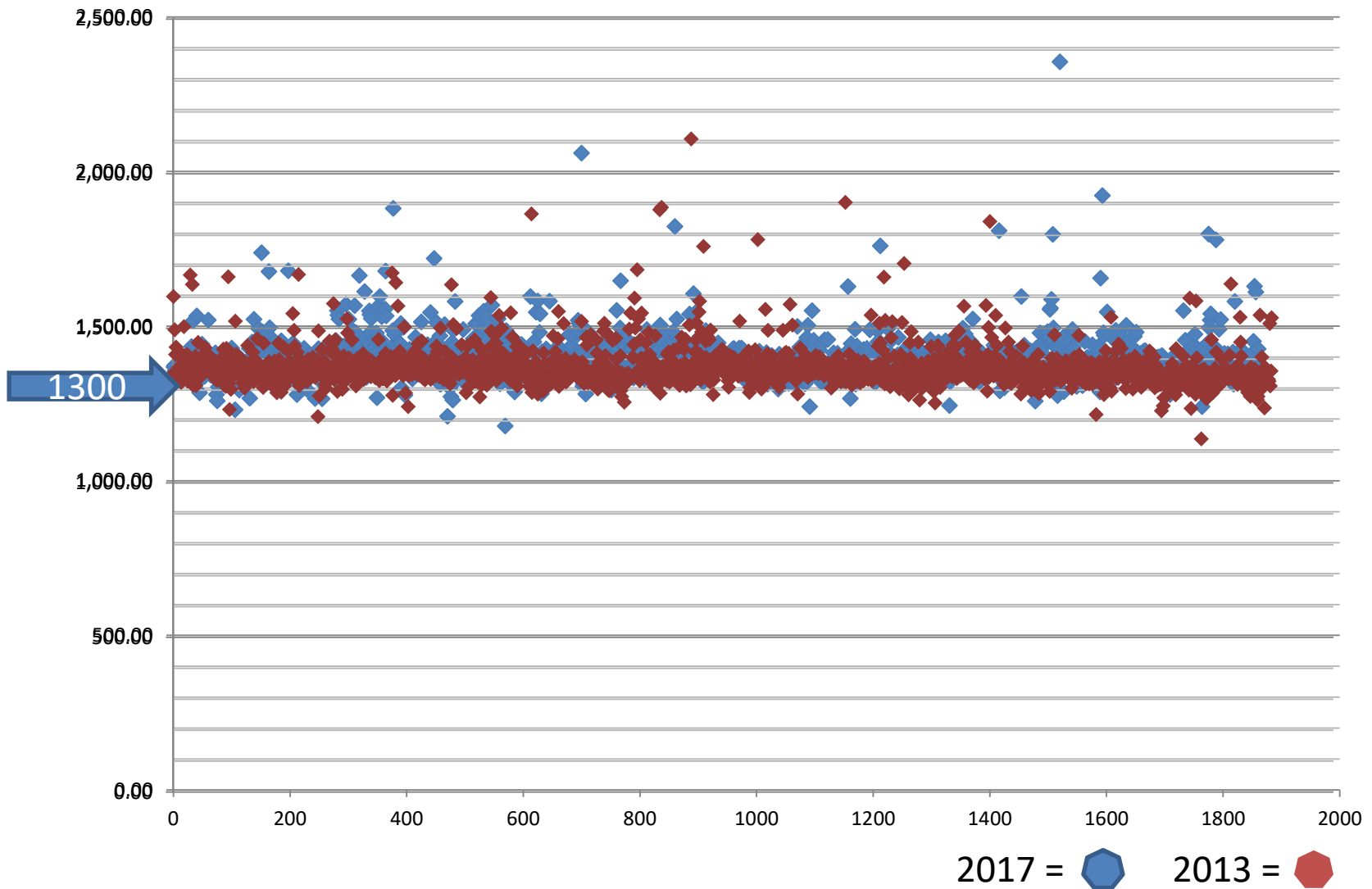
Data Analysis

- 1 Month of arrival flight track data for each runway end
 - June 2013
 - June 2015 (center runway analysis – April)
 - June 2017
- June typically has a mix of north and south flow, a mix of Instrument Landing System (ILS) and Visual Approaches with average number of aircraft.
- ILS Aircraft have to be established on the glideslope at the last approach fix (as close as 4.5 NM at SEA), but can intercept it farther out.

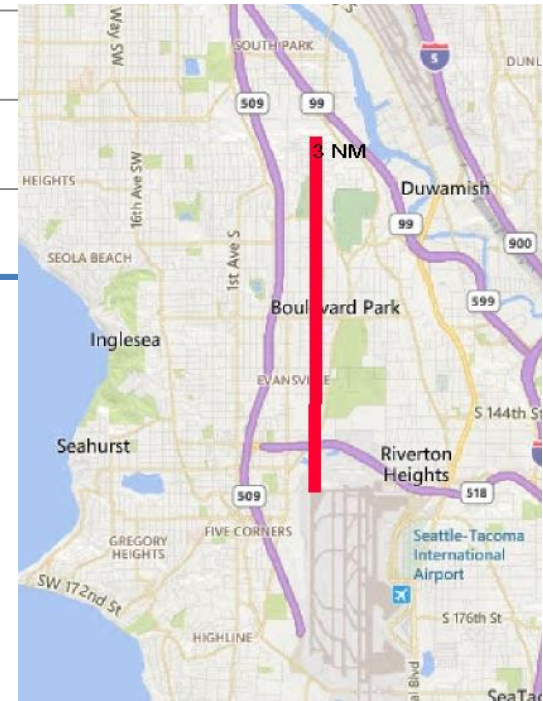
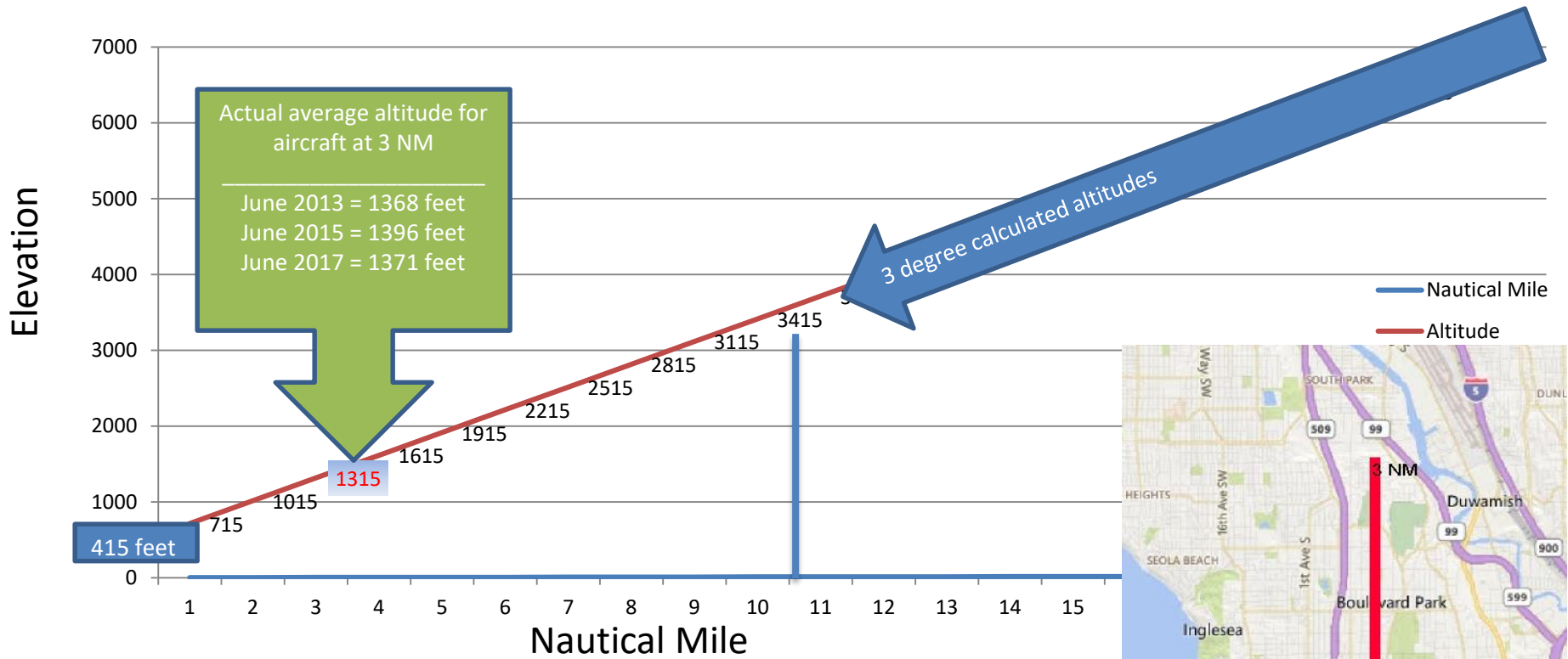
Runway 16L arrival altitude analysis compared to a 3 degree glideslope



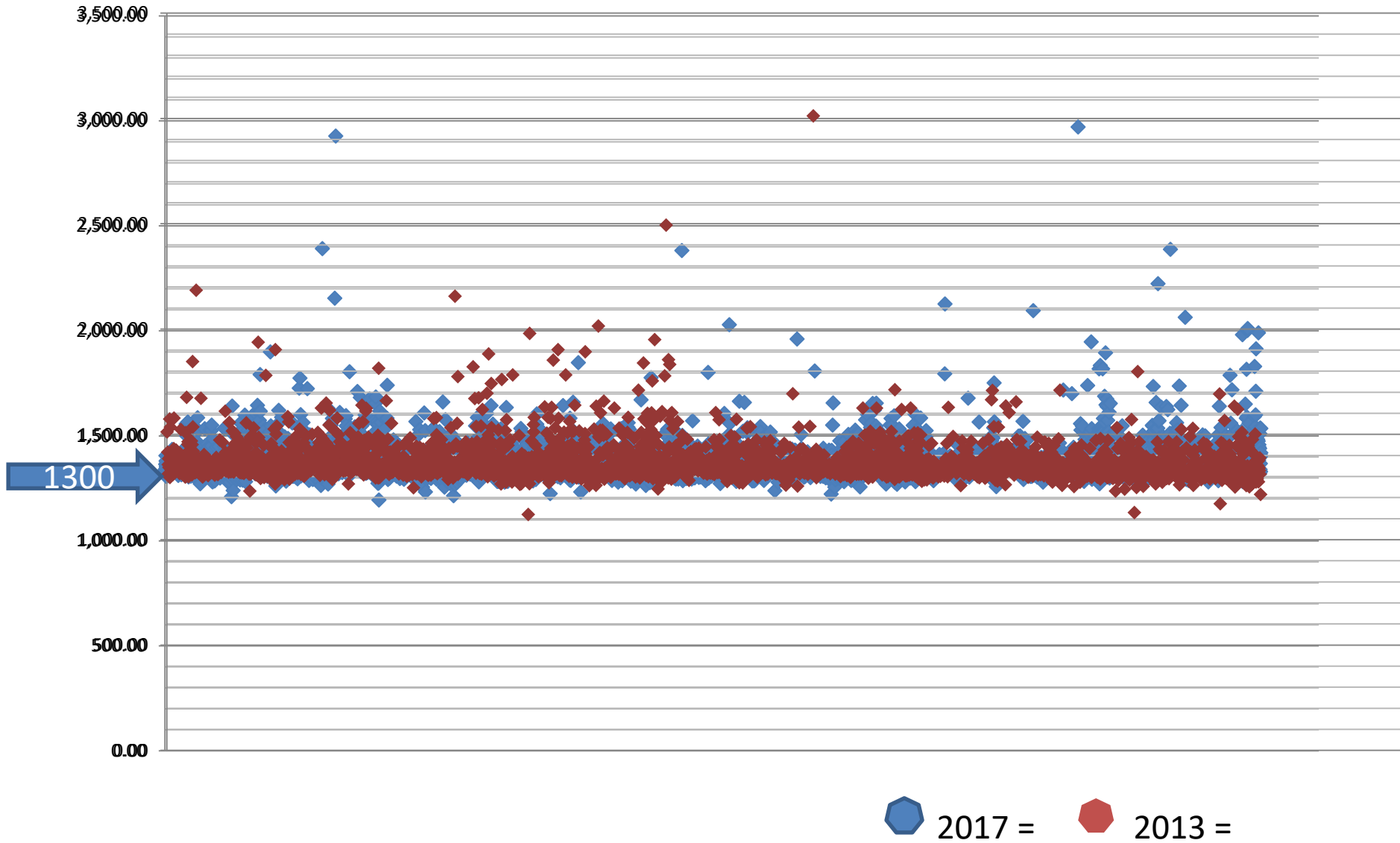
16L Arrival Altitude Scatter Plot at 3 NM



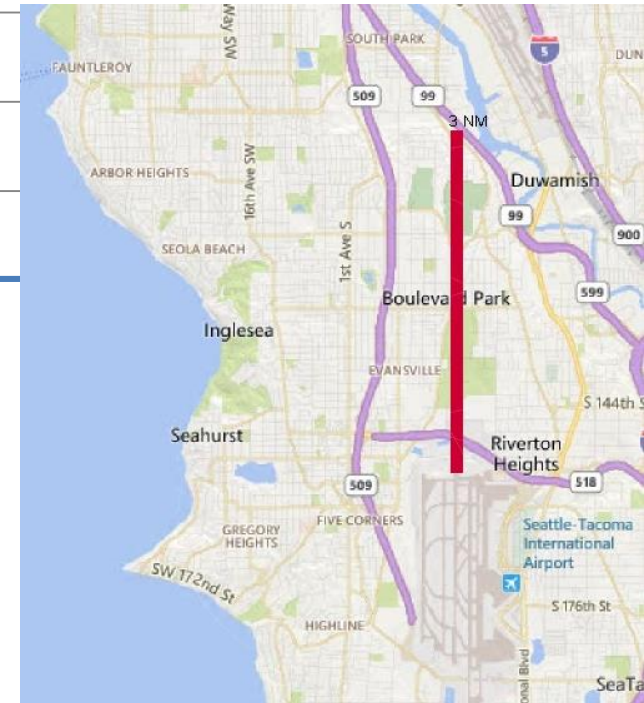
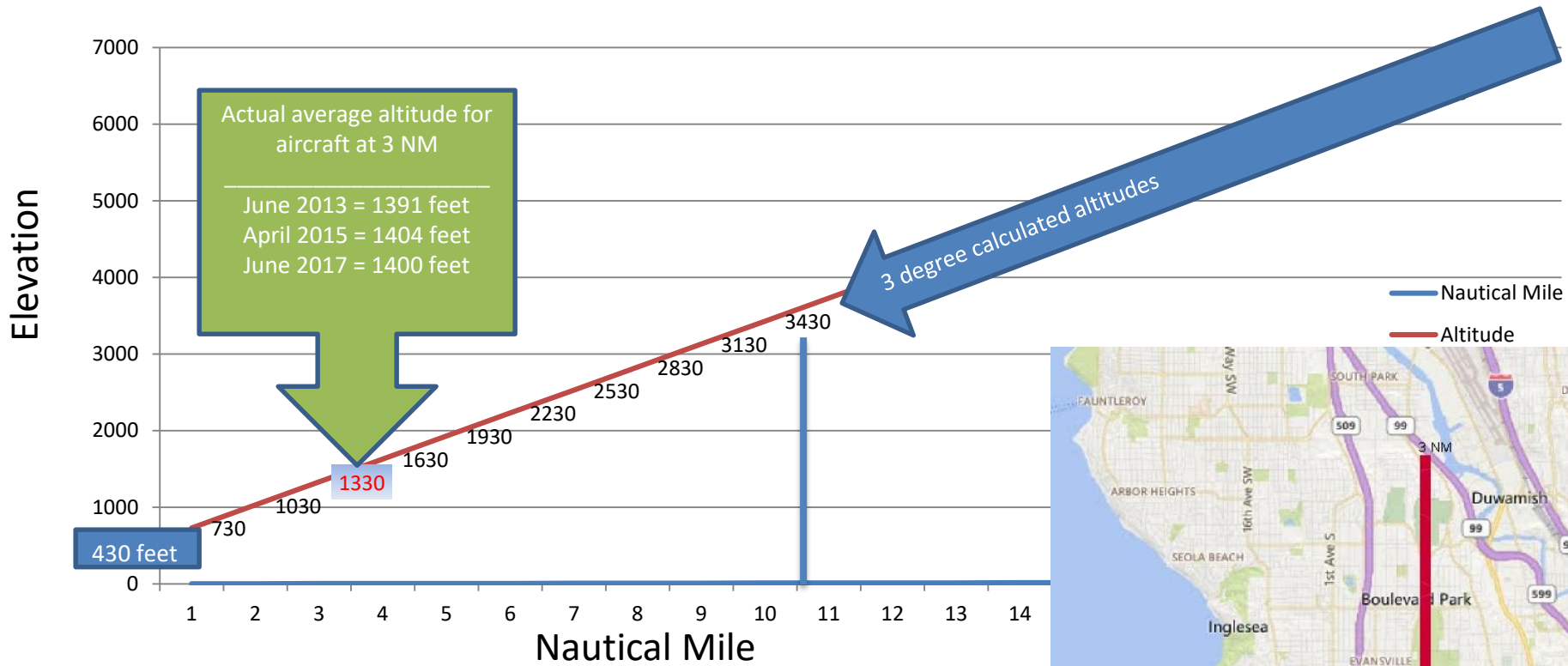
Runway 16R arrival altitude analysis compared to a 3 degree glideslope



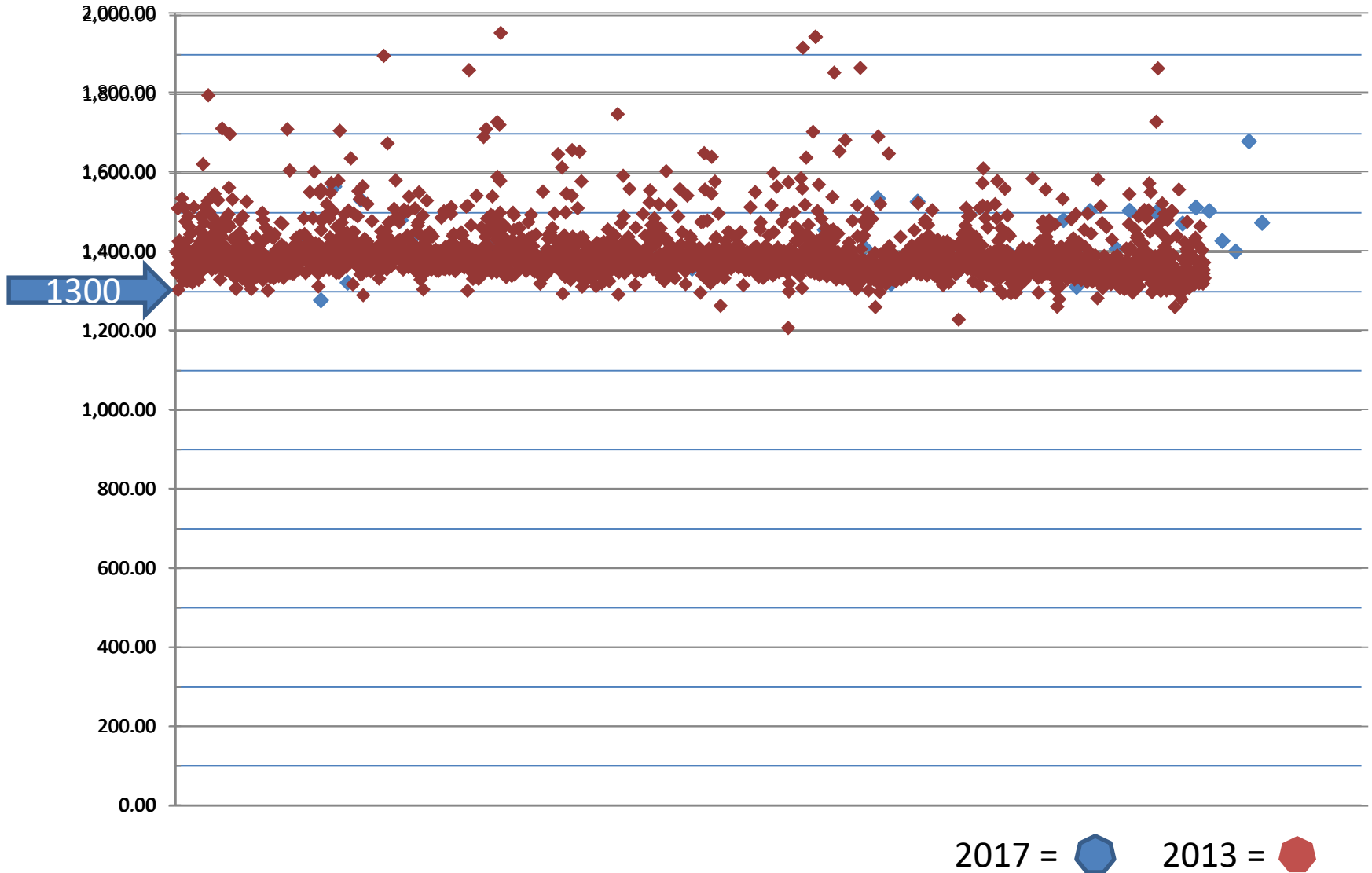
16R Arrival Altitude Scatter Plot at 3 NM



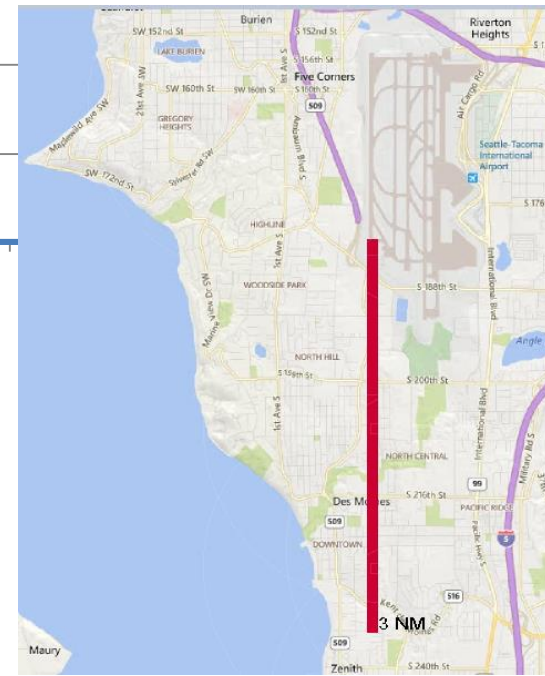
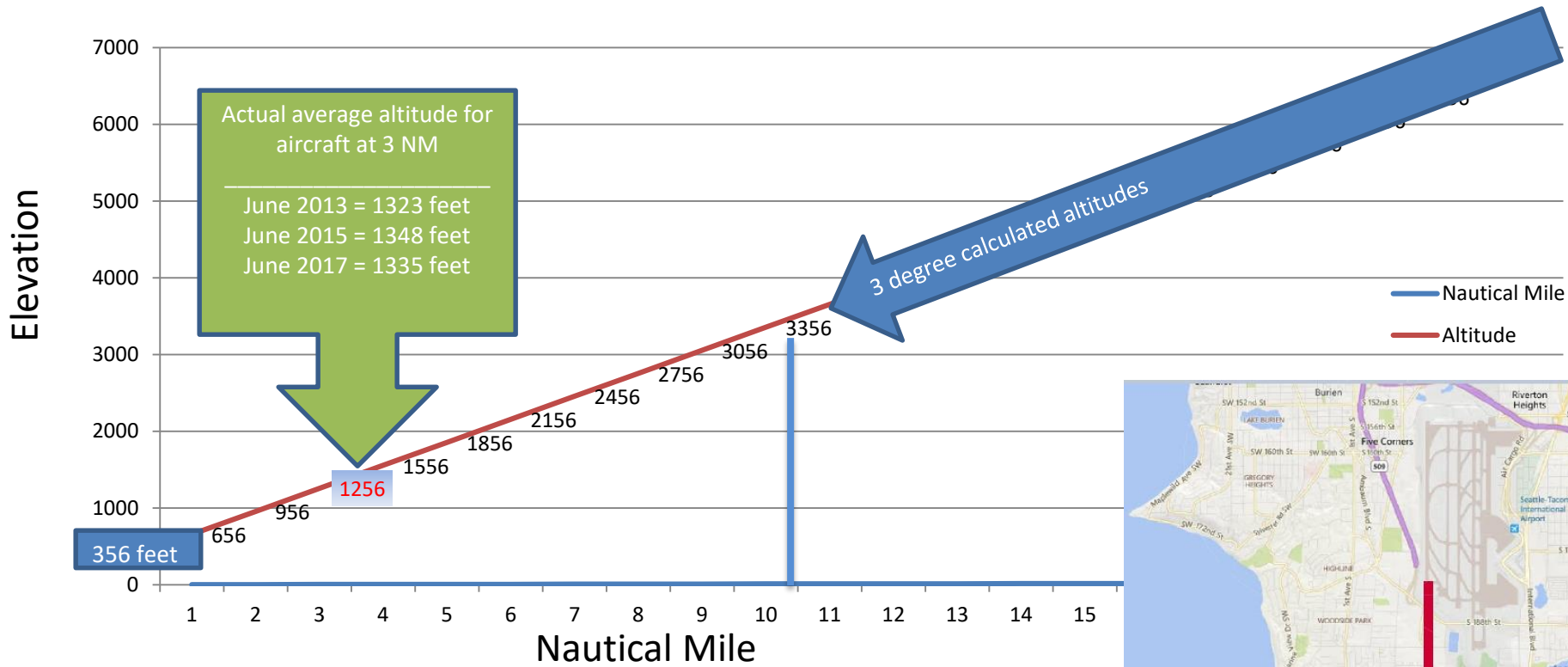
Runway 16C arrival altitude analysis compared to a 3 degree glideslope



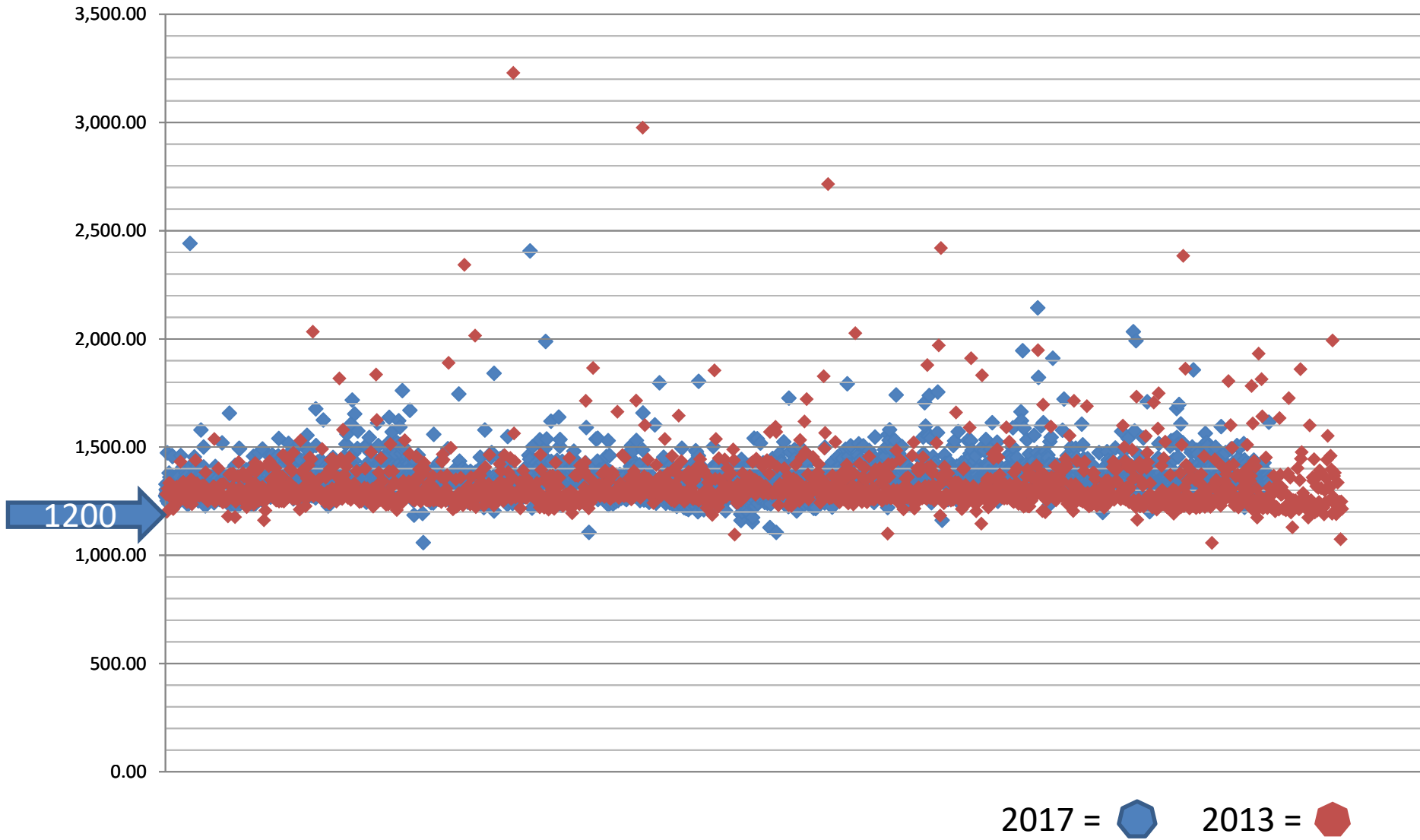
16C Arrival Altitude Scatter Plot at 3 NM



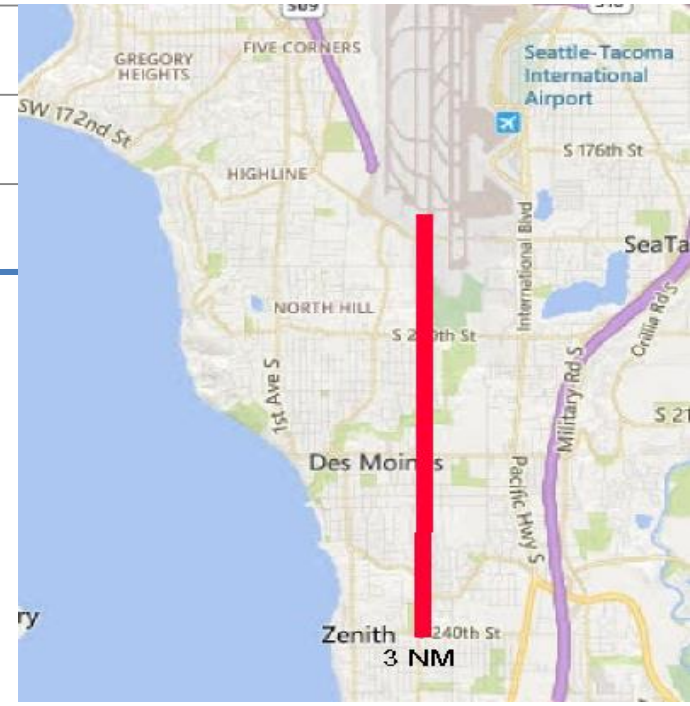
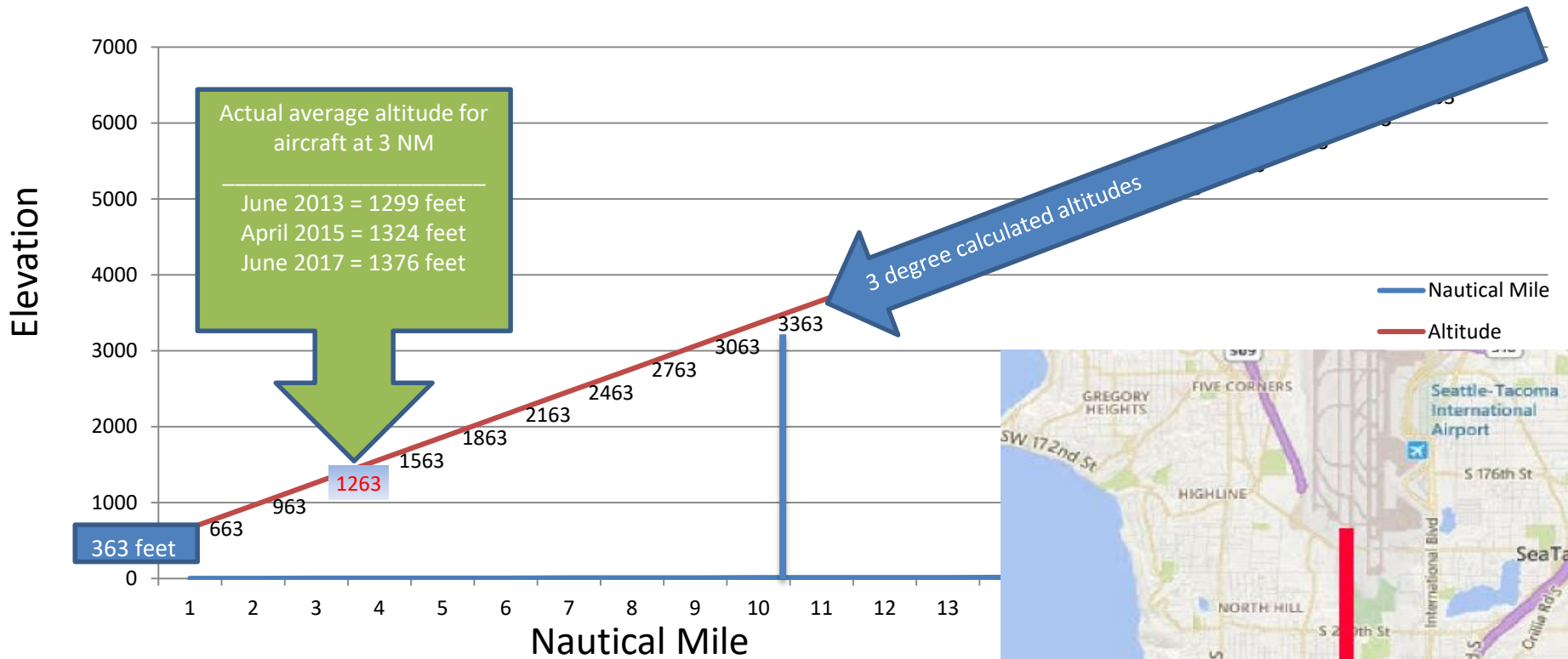
Runway 34L arrival altitude analysis compared to a 3 degree glideslope



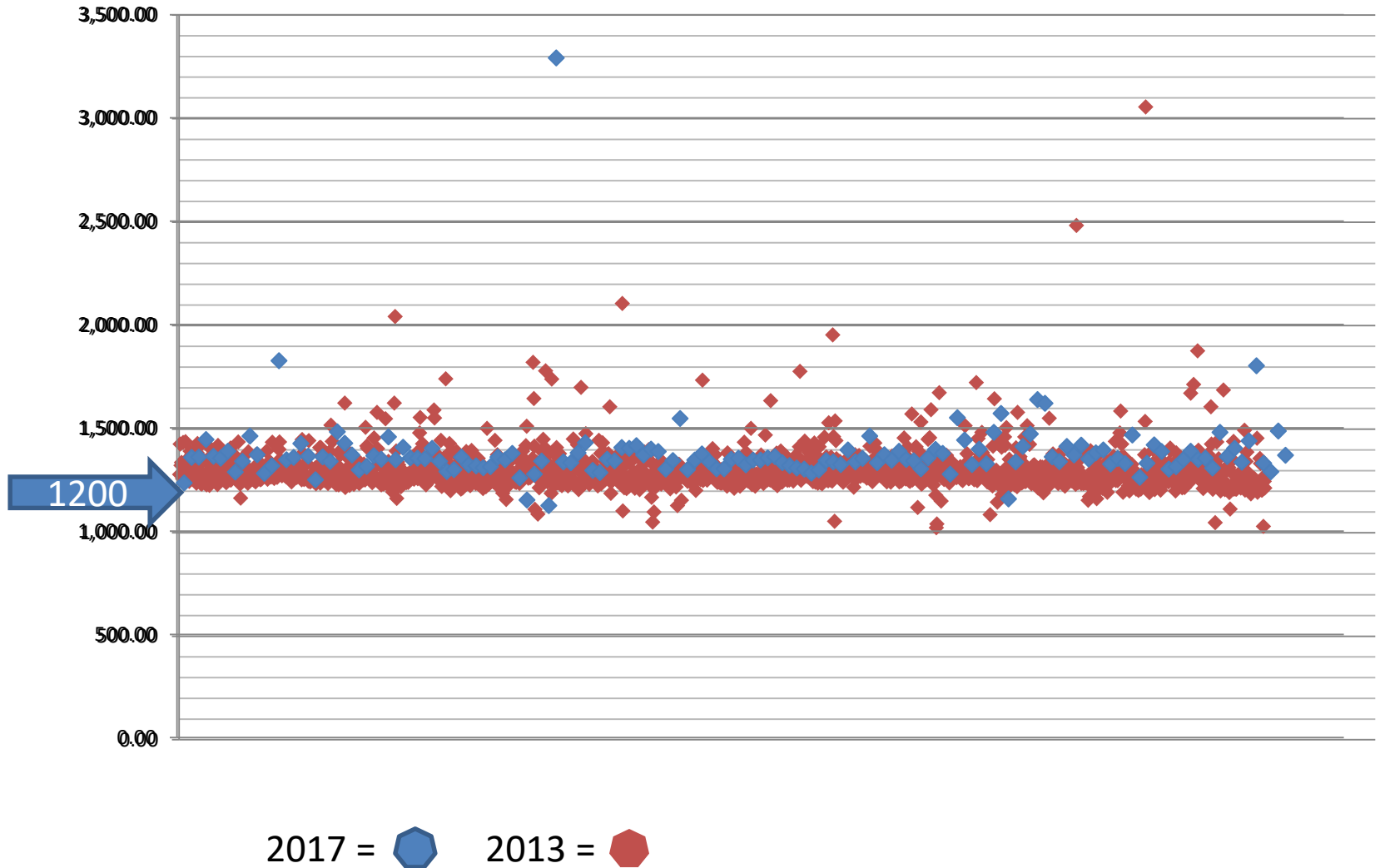
34L Arrival Altitude Scatter Plot at 3 NM



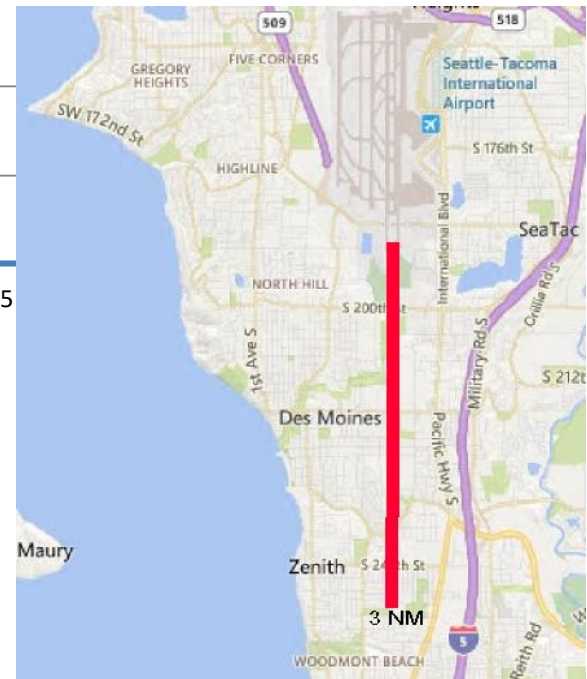
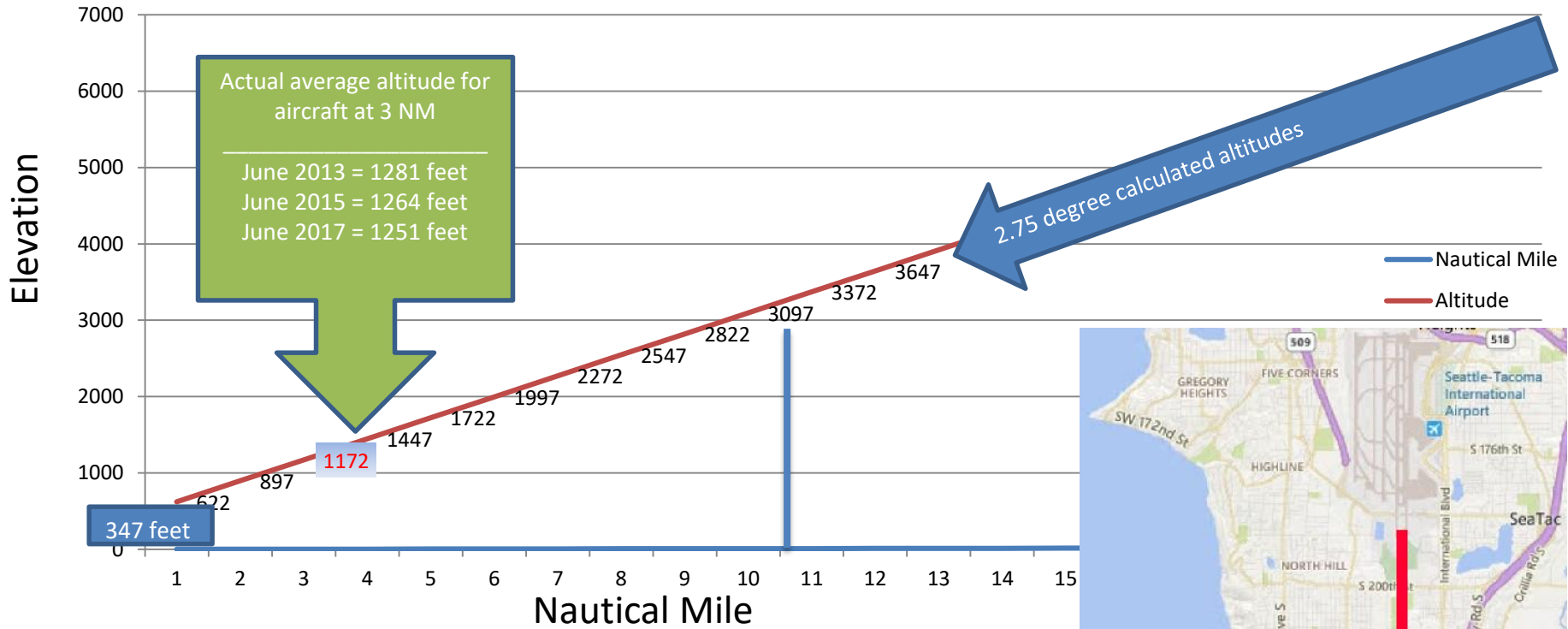
Runway 34C arrival altitude analysis compared to a 3 degree glideslope



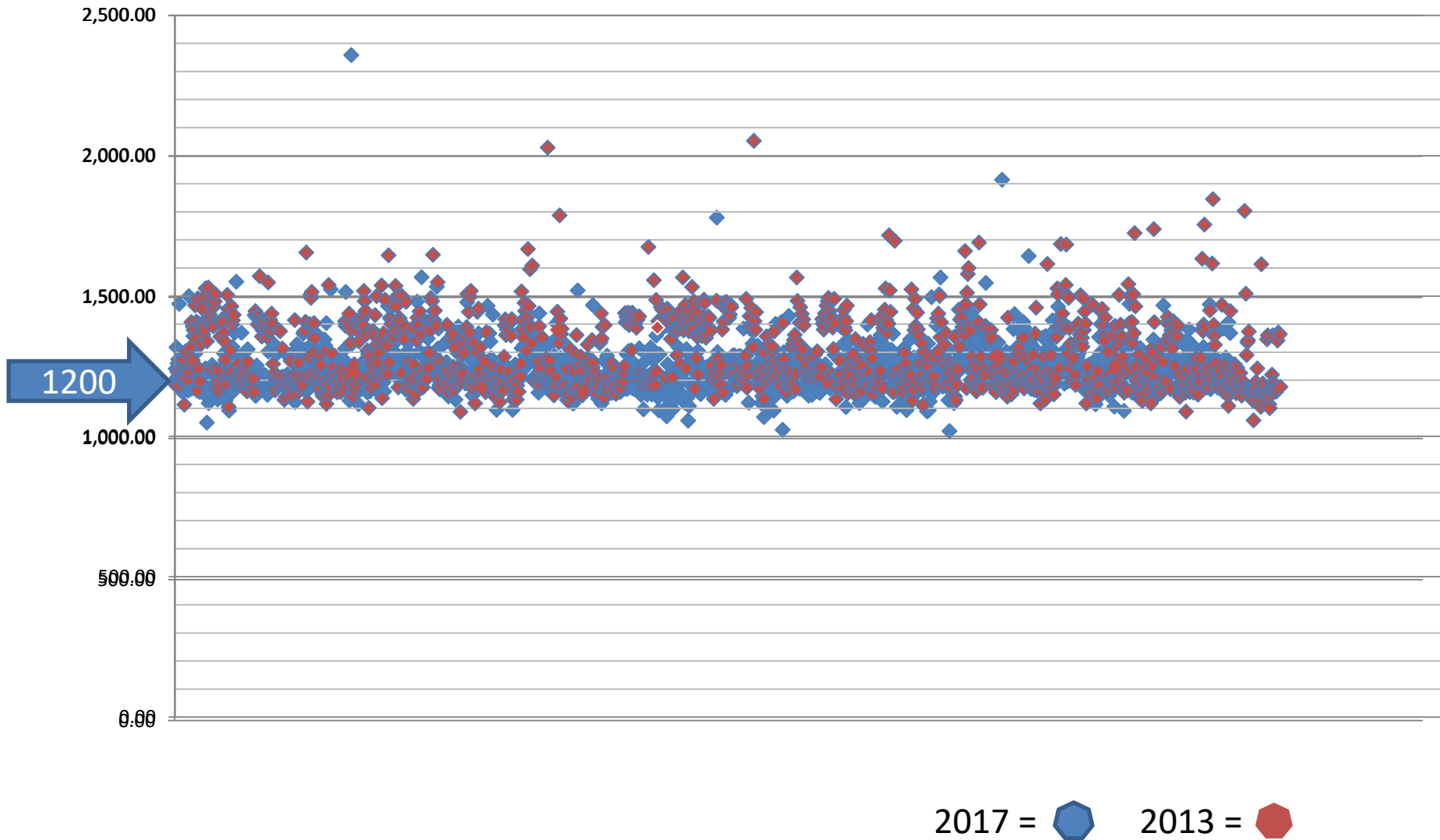
34C Arrival Altitude Scatter Plot at 3 NM



Runway 34R arrival altitude analysis compared to a 2.75 degree glideslope



34R Arrival Altitude Scatter Plot at 3 NM



Departure Altitudes

- Altitudes of departing aircraft vary depending on:
 - Wind
 - Temperature
 - Aircraft type
 - Amount of fuel
 - Amount of passengers
 - Amount of cargo
 - Air Traffic Control Instructions

Conclusion

- Question asked – Are arrivals lower now than they were a couple of years ago?
 - Altitudes remain consistent along the glideslopes throughout the compared years