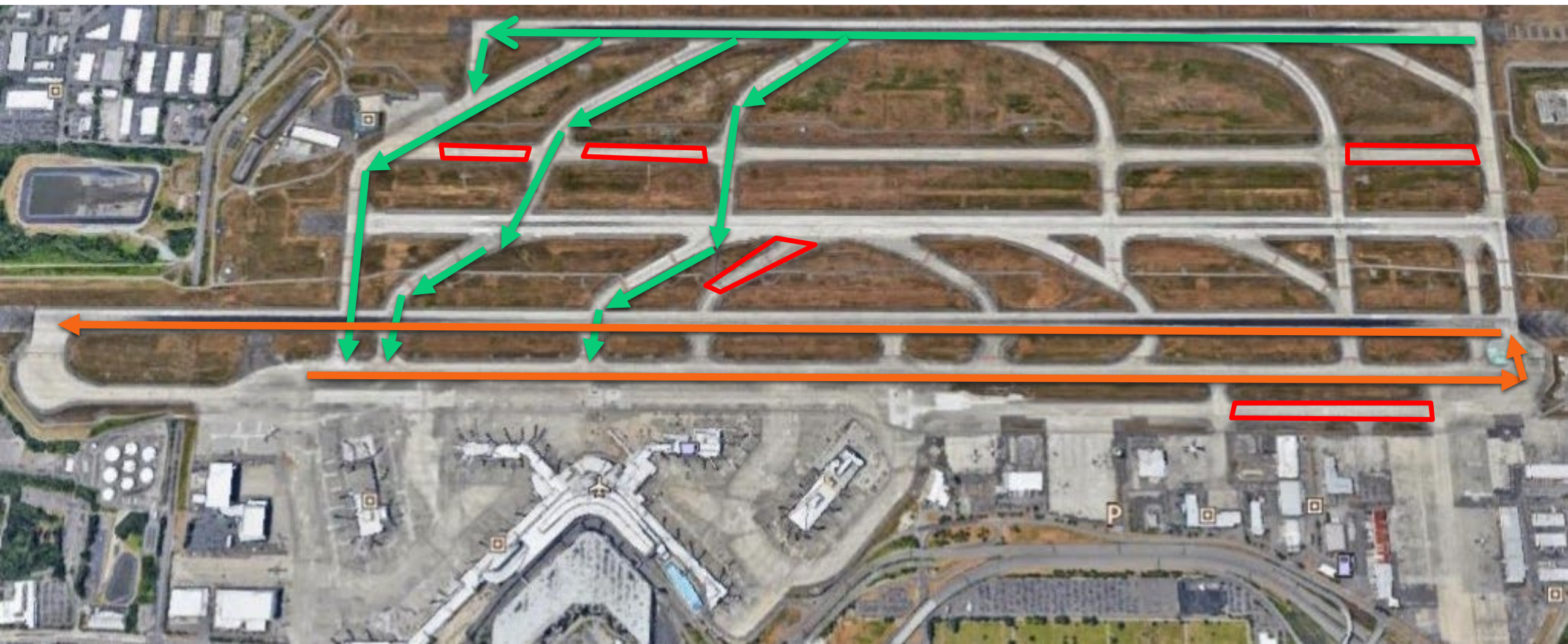


SEATTLE AIRPORT
END-AROUND TAXI PROCEDURE
PROPOSAL

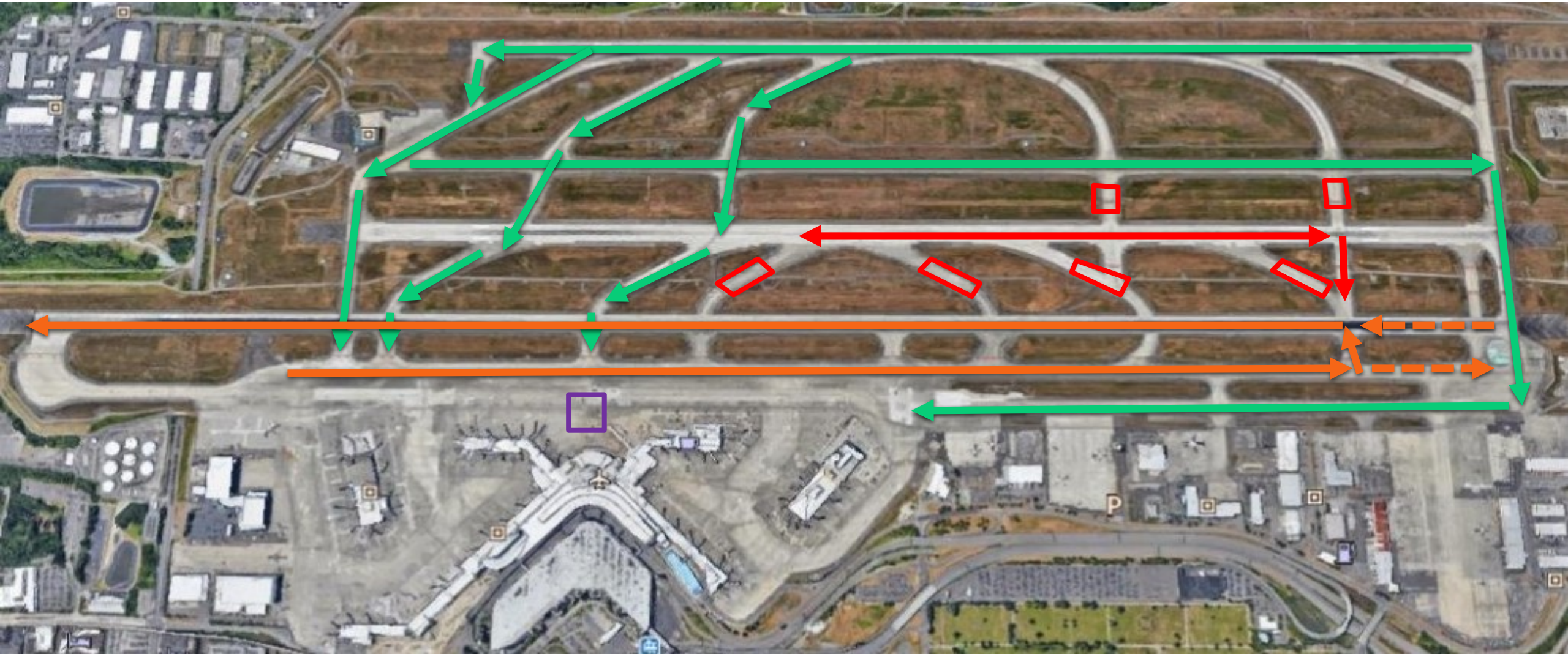
GENERAL OVERVIEW

- To be used when use of RWY16C is limited due to weather
- Utilizes an intersection departure (RWY16L at Echo)
- Arrivals parking north of Box 77 (center of terminal) will taxi behind aircraft departing, reducing the number of crossings downfield
- Potential efficiency gain from fewer crossings

CURRENT PROCEDURES



NEW PROCEDURES



WORKGROUP FINDINGS

- Efficiency gains
 - Largely dependent on A/C not needing 16L for arrival or full-length departure
 - Use of RWY16C for departures not likely
 - Not as efficient as keeping standard procedures and utilizing RWY16C strategically
- Increased complexity
- New “focus areas”
- Taxi-in times will likely increase, even for A/C parking south of Box 77
- **Determined not to be feasible**