

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426 11901 TDZE 430 432 Apt Elev 432 432
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ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

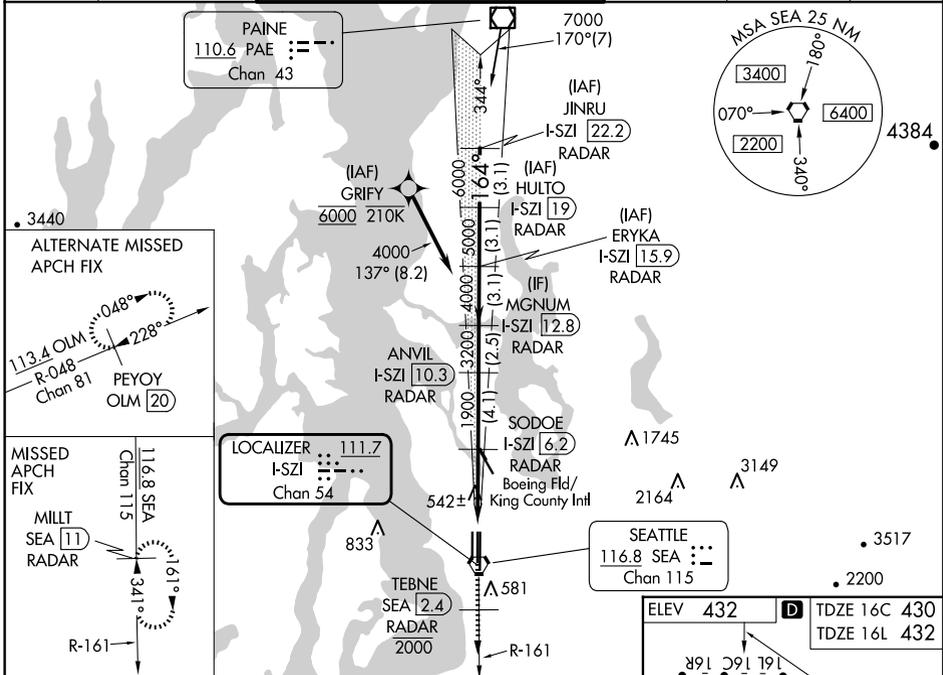
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

⚠ Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

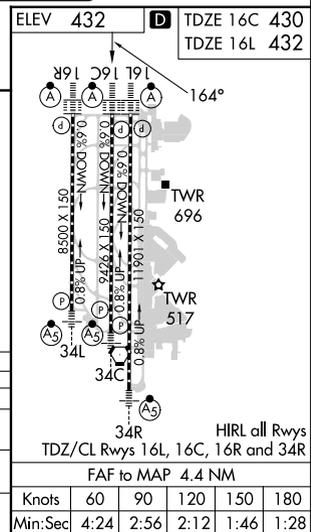
ALSF-2
Rwy 16C/L

MISSED APPROACH: Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
*LOC only			SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR	I-SZI 12.8 RADAR	ERYKA I-SZI 15.9 RADAR	HULTO I-SZI 19 RADAR	JINRU I-SZI 22.2 RADAR
I-SZI 1.7	I-SZI 2.7	1900	3200	4000	5000	6000	GS 3.00° TCH 55	
CATEGORY			A	B	C	D		
S-ILS 16C			630/18		200 (200-½)			
S-LOC 16C			800/24		370 (400-½)		800/35 370 (400-¾)	
SIDESTEP 16L			800/55		368 (400-1)		800-1½ 368 (400-1½)	
CIRCLING			1000-1		568 (600-1)		1000-1½ 568 (600-1½)	



NW-1, 20 MAR 2025 to 17 APR 2025

NW-1, 20 MAR 2025 to 17 APR 2025