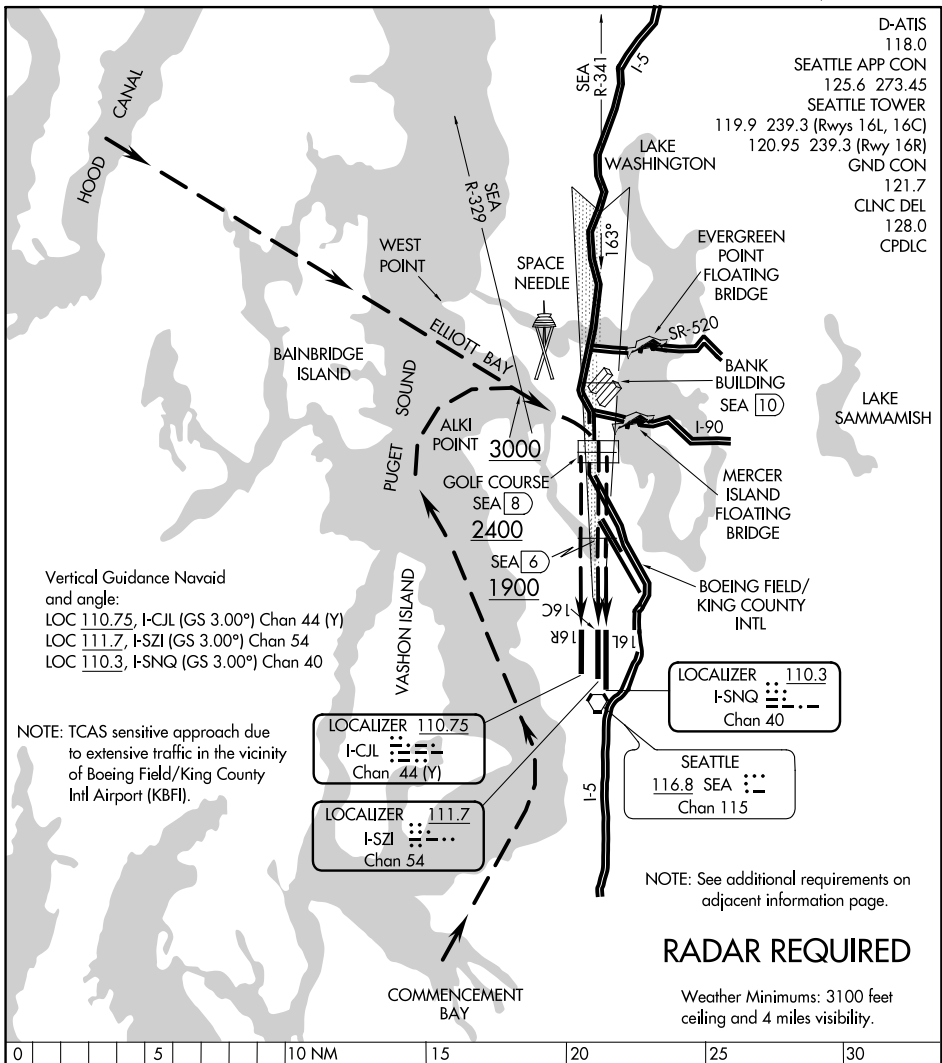


# BAY VISUAL RWY 16R/C/L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)  
SEATTLE, WASHINGTON



- D-ATIS 118.0
- SEATTLE APP CON 125.6 273.45
- SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C)
- 120.95 239.3 (Rwy 16R)
- GND CON 121.7
- CLNC DEL 128.0
- CPDLC

Vertical Guidance Navaid and angle:  
 LOC 110.75, I-CJL (GS 3.00°) Chan 44 (Y)  
 LOC 111.7, I-SZI (GS 3.00°) Chan 54  
 LOC 110.3, I-SNQ (GS 3.00°) Chan 40

NOTE: TCAS sensitive approach due to extensive traffic in the vicinity of Boeing Field/King County Intl Airport (KBFI).

LOCALIZER 110.75  
I-CJL Chan 44 (Y)

LOCALIZER 111.7  
I-SZI Chan 54

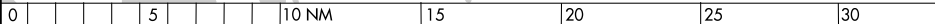
LOCALIZER 110.3  
I-SNQ Chan 40

SEATTLE 116.8 SEA Chan 115

NOTE: See additional requirements on adjacent information page.

## RADAR REQUIRED

Weather Minimums: 3100 feet ceiling and 4 miles visibility.



### BAY VISUAL APPROACH RWY 16R/C/L

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

# BAY VISUAL RWY 16R/C/L

Amdt 5 10MAR11

47°27'N-122°19'W

SEATTLE, WASHINGTON  
SEATTLE-TACOMA INTL (SEA)

NW-1, 28 FEB 2019 to 28 MAR 2019

NW-1, 28 FEB 2019 to 28 MAR 2019