

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426 11900 TDZE 430 432 Apt Elev 432 432
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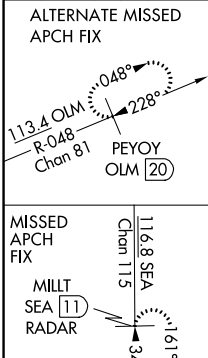
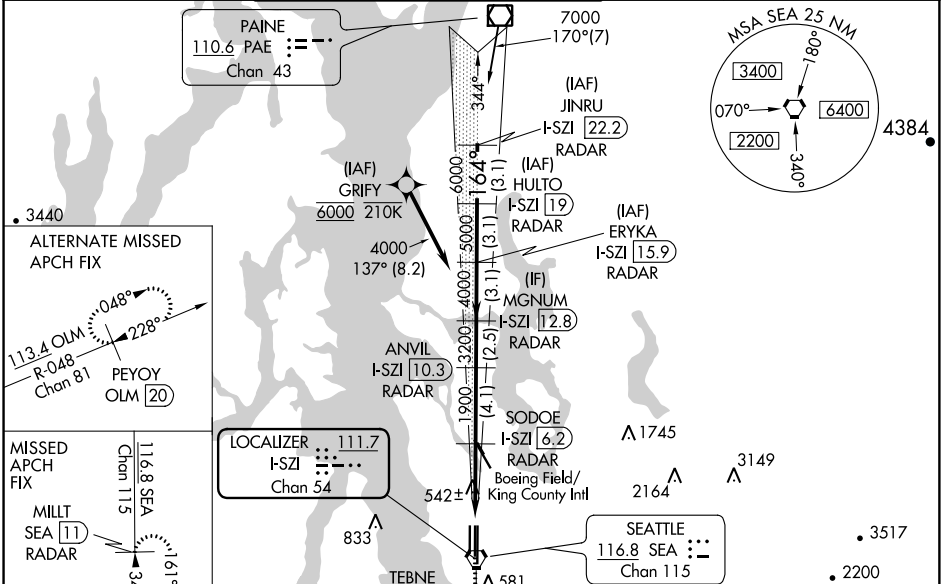
ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

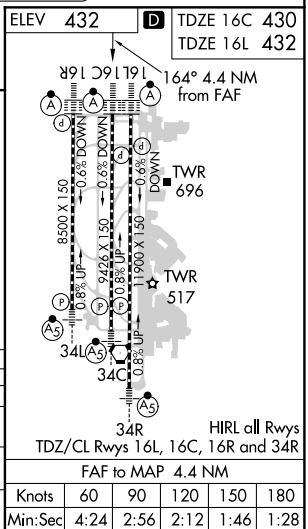
DME or RADAR required. From GRIFY:RNAV 1-GPS required.
 Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 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	5000 SEA R-161	MILLT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	HULTO I-SZI 19 RADAR	JINRU I-SZI 22.2 RADAR
*LOC only					ERYKA I-SZI 15.9 RADAR	
					MGNUM I-SZI 12.8 RADAR	
					ANVIL I-SZI 10.3 RADAR	
					SODOE I-SZI 6.2 RADAR	
					I-SZI 2.7	
					I-SZI 1.7	
CATEGORY	A		B		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)	1000-2 568 (600-2)		



NW-1, 15 AUG 2019 to 12 SEP 2019

NW-1, 15 AUG 2019 to 12 SEP 2019