

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Ldg 9426 11901 TDZE 430 432 Apt Elev 432 432
---	------------------------	--

ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

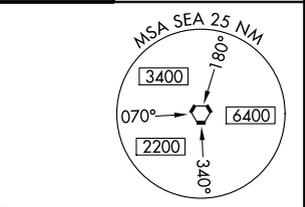
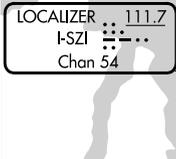
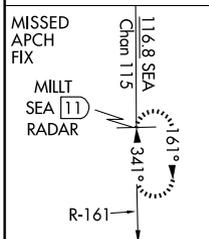
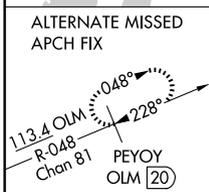
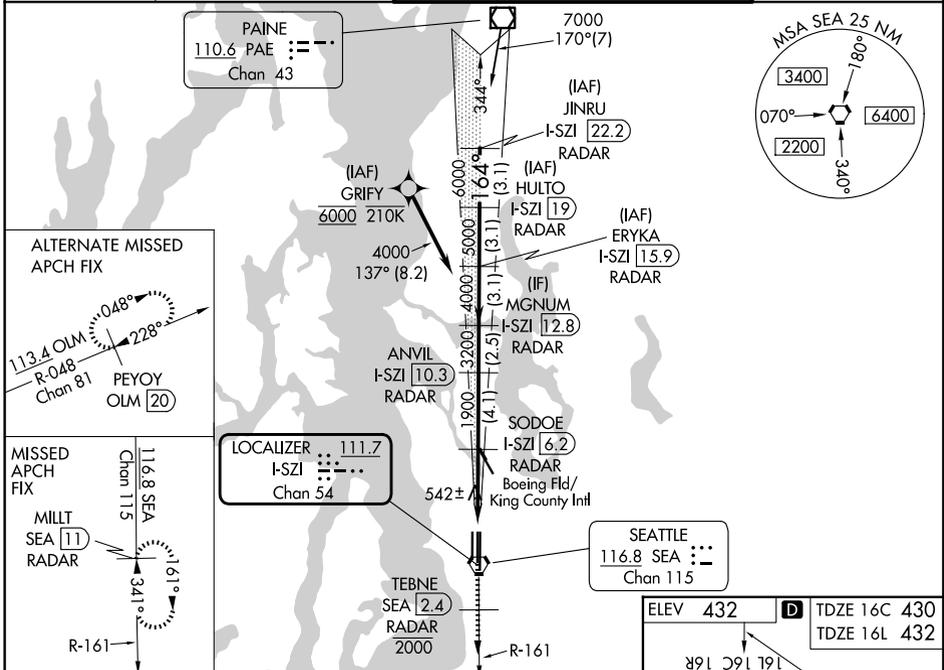
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

⚠ 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.

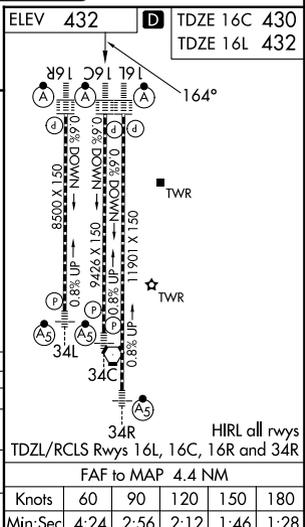
ALSF-2 Rwy 16C/L

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 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
------------------------	---	--	-------------------------



SEA R-161 hgd 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 1900	ANVIL I-SZI 10.3 3200	MGNUM I-SZI 12.8 4000	ERYKA I-SZI 15.9 4000	HULTO I-SZI 19 6000	JINRU I-SZI 22.2 6000
	I-SZI 1.7	I-SZI 2.7	I-SZI 2.7	I-SZI 2.7	I-SZI 2.7	I-SZI 2.7
CATEGORY	A		B		D	
S-ILS 16C	630/18		200 (200-1/2)			
S-LOC 16C	800/24	370 (400-1/2)	800/35		370 (400-3/8)	
SIDESTEP 16L	800/55 368 (400-1)		800-1 1/2 368 (400-1 1/2)			
CIRCLING	1000-1	568 (600-1)	1000-1 1/2 568 (600-1 1/2)		1000-2 568 (600-2)	



NW-1, 19 MAR 2026 to 16 APR 2026

NW-1, 19 MAR 2026 to 16 APR 2026