

LOC/DME I-SZ	APP CRS	16C	16L
<u>111.7</u>	164°	Rwy Ldg 9426	11901
Chan 54		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.

T 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 lost 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	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

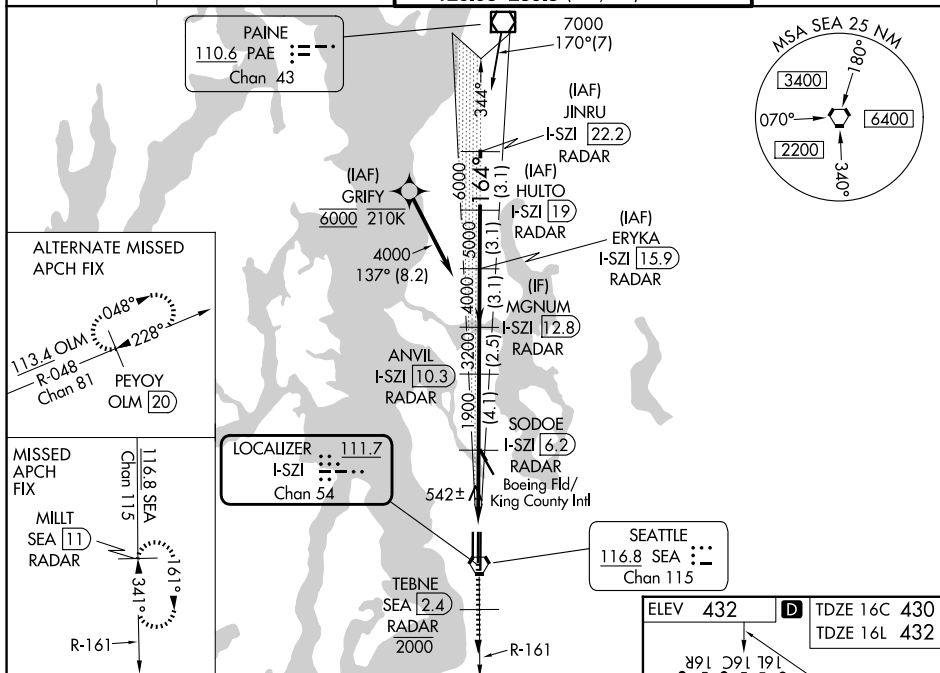


Figure 1: Example of a 16C approach chart. The chart displays a 16C approach to runway 16C. Key features include: TESE R-161 hdg 160°, SEA R-161, SODOE I-SZI 16.2 RADAR, ANVIL I-SZI 10.3 RADAR, I-SZI 12.8 RADAR, ERYKA I-SZI 15.9 RADAR, HULTO I-SZI 19 RADAR, JINRU I-SZI 22.2 RADAR, and a 164° glidepath. The chart also shows a 164° glidepath, a 164° glidepath, and a 164° glidepath. The chart includes a table of approach parameters: CATEGORY S-ILS 16C, S-LOC 16C, SIDESTEP 16L, and CIRCLING. The table lists various parameters such as 630/18, 800/24, 370 (400-1/2), 800/35, 370 (400-3/4), 800-1 1/2, 368 (400-1 1/2), 1000-1, 568 (600-1), 1000-1 1/2, 568 (600-1 1/2), 1000-2, and 568 (600-2).

CATEGORY	S-ILS 16C	S-LOC 16C	SIDESTEP 16L	CIRCLING
S-ILS 16C	630/18	800/24	800-1 1/2	1000-1
S-LOC 16C	200 (200-1/2)	370 (400-1/2)	368 (400-1)	568 (600-1)
SIDESTEP 16L				1000-1 1/2
CIRCLING				568 (600-1 1/2)

SEATTLE, WASHINGTON

Amdt 17 28FEB19

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
ILS or LOC RWY 16C

NW-1, 01 OCT 2026 to 29 OCT 2026