

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)

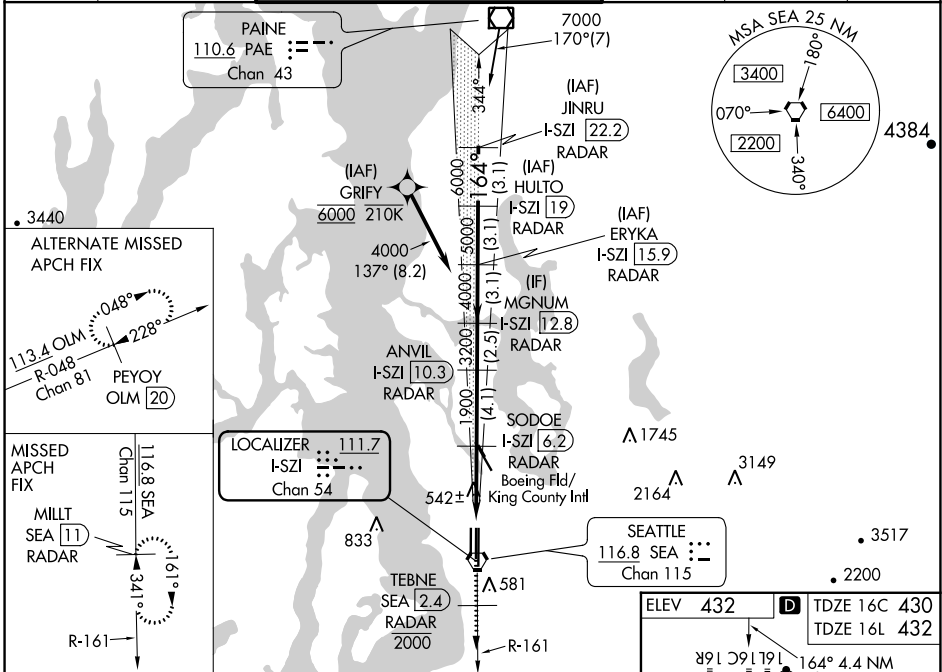
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

⚠ 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	MILLT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
*LOC only				
I-SZI 1.7	SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR	I-SZI 12.8 RADAR	I-SZI 15.9 RADAR
CATEGORY 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)

