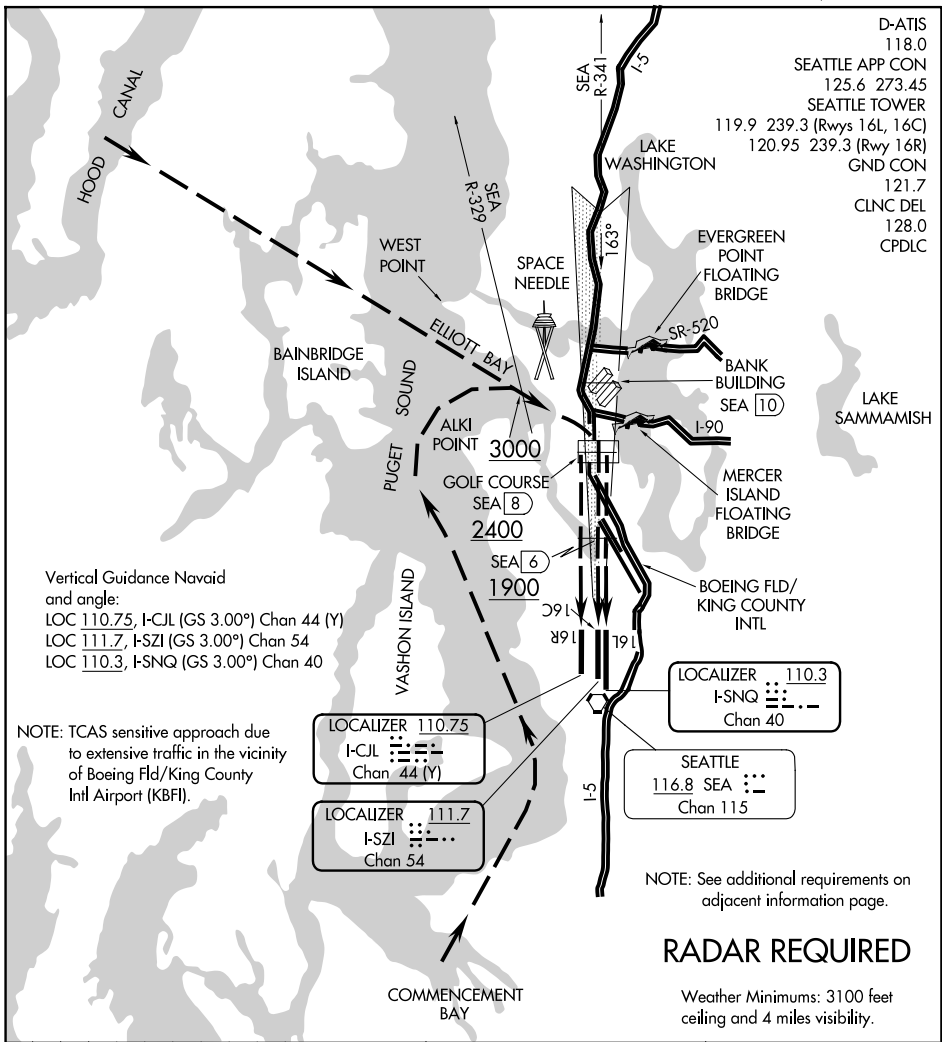


BAY VISUAL RWY 16R/C/L

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 Fld/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, 20 MAR 2025 to 17 APR 2025

NW-1, 20 MAR 2025 to 17 APR 2025