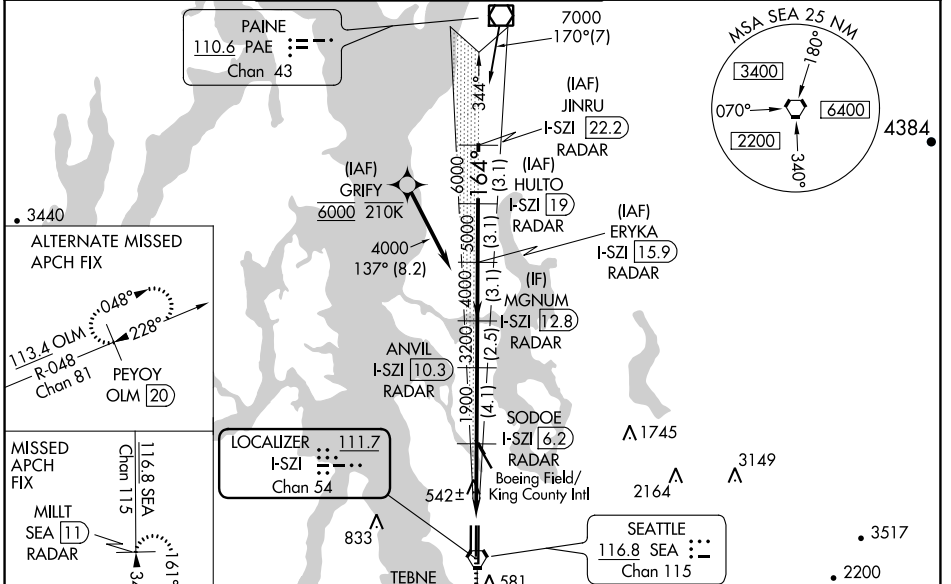


LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg TDZE Apt Elev	16C 9426 430 432	16L 11901 432 432
--	------------------------	-----------------------------	--	---

ILS or LOC RWY 16C

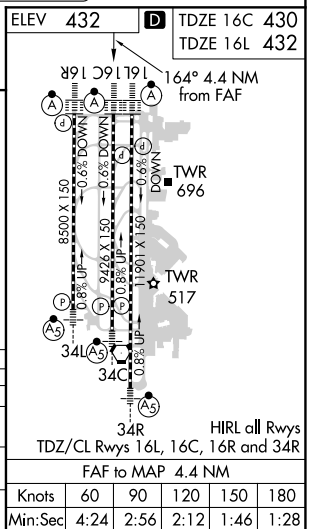
SEATTLE-TACOMA INTL (SEA)

<p>DME or RADAR required. From GRIFY:RNAV 1-GPS required.</p> <p>▽ 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 glide slope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.</p>		<p>ALSF-2 Rwy 16C/L</p>	<p>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.</p>		
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



ALTERNATE MISSED APCH FIX	<p>113.4 OLM R-048 Chan 81</p> <p>PEYOY OLM [20]</p>
MISSED APCH FIX	<p>116.8 SEA Chan 115</p> <p>MILLT SEA [11] RADAR</p>

<p>SEA R-161 hdg 160°</p> <p>TEBNE SEA [2.4] 2000</p> <p>5000 SEA R-161</p>	<p>MILLT SEA [11]</p>	<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</p>		
<p>*LOC only</p> <p>I-SZI [1.7]</p> <p>SODOE I-SZI [6.2] RADAR</p> <p>ANVIL I-SZI [10.3] RADAR</p> <p>I-SZI [12.8] RADAR</p> <p>ERYKA I-SZI [15.9] RADAR</p> <p>HULTO I-SZI [19] RADAR</p> <p>JINRU I-SZI [22.2] RADAR</p>	<p>1900</p> <p>3200</p> <p>4000</p> <p>5000</p> <p>6000</p>	<p>GS 3.00° TCH 55</p>		
CATEGORY	A	B	C	D
S-LS 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, 25 FEB 2021 to 25 MAR 2021

NW-1, 25 FEB 2021 to 25 MAR 2021