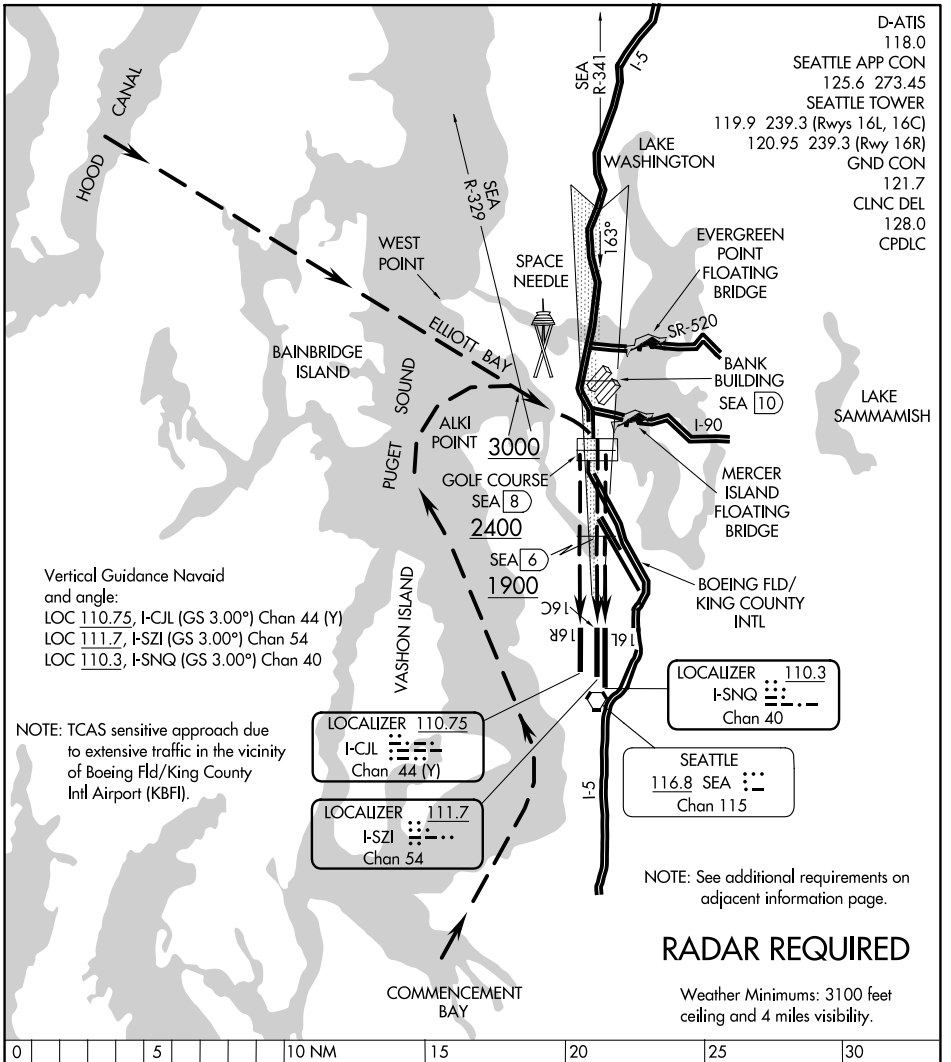


BAY VISUAL RWY 16R/C/L

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, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

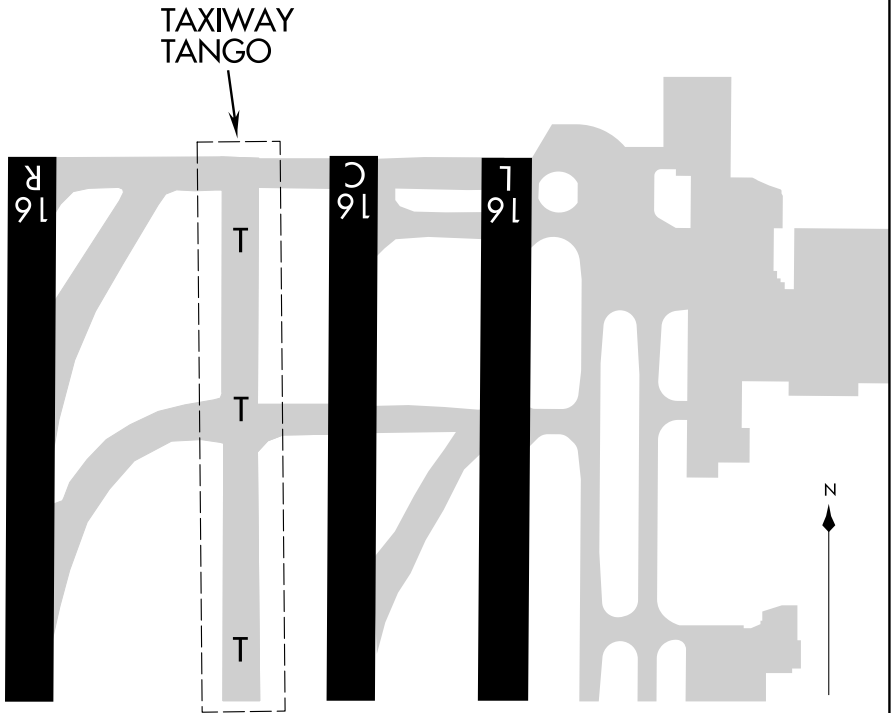
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



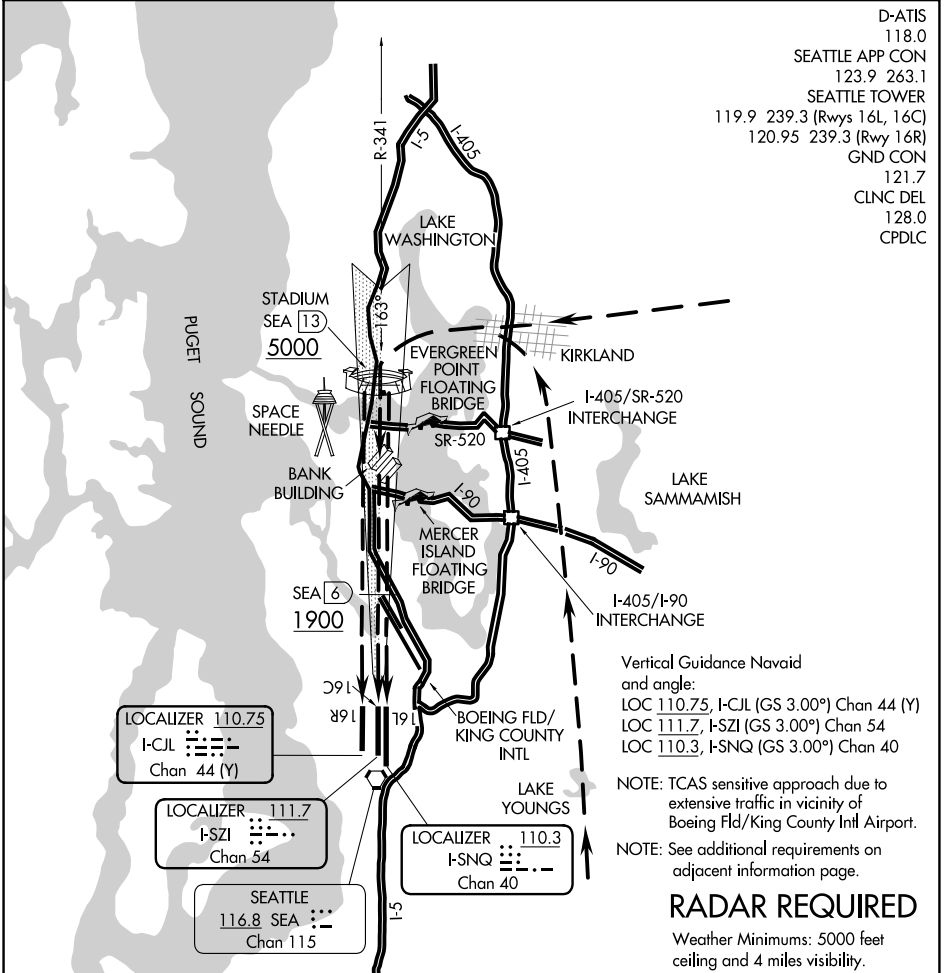
23334

HUSKY VISUAL RWY 16R/C/L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

- D-ATIS 118.0
- SEATTLE APP CON 123.9 263.1
- SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C)
- 120.95 239.3 (Rwy 16R)
- GND CON 121.7
- CLNC DEL 128.0
- CPDLC



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

0	5	10 NM	15	20	25	30
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HUSKY VISUAL APPROACH RWY 16R/C/L

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16R/C/L Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Stadium (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

HUSKY VISUAL RWY 16R/C/L

Amdt 5 10MAR11

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

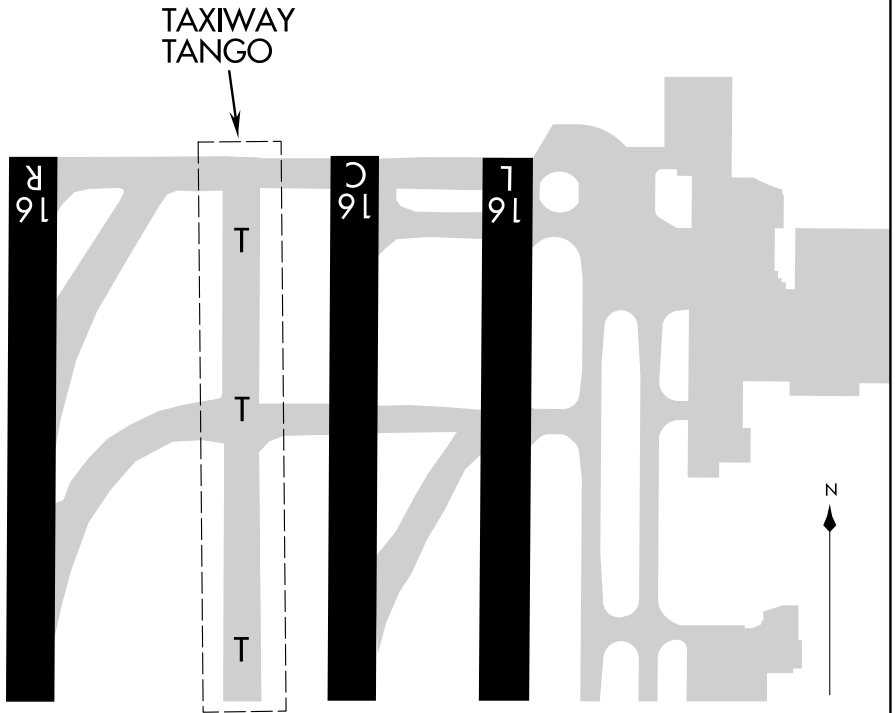
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

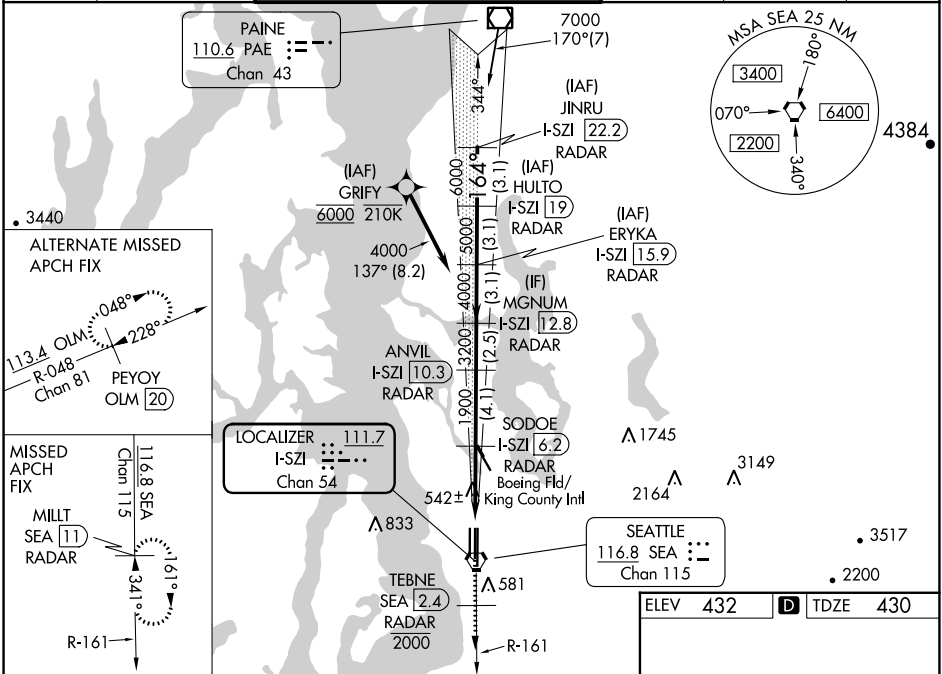


LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426
	APP CRS 164°	TDZE 430
		Apt Elev 432

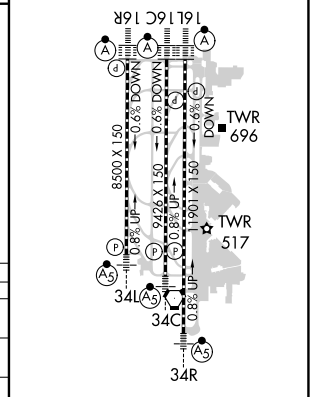
ILS RWY 16C (CAT II & III)
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY:RNAV 1-GPS required.		ALSF-2	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>Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.</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
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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
	MILLT SEA 11		MGNM I-SZI 12.8 RADAR	ERYKA I-SZI 15.9 RADAR	HULTO I-SZI 19 RADAR	JINRU I-SZI 22.2 RADAR
	SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR				
			1900	3200	4000	5000
			1900			6000
						GS 3.00° TCH 55
			-1.20°	-4.4 NM	-4.1 NM	-2.5 NM
				-3.1 NM	-3.1 NM	-3.1 NM



CATEGORY	A	B	C	D
S-ILS 16C	CAT II RA 126/12 100 DA 530			
S-ILS 16C	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 432
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ILS RWY 16C (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

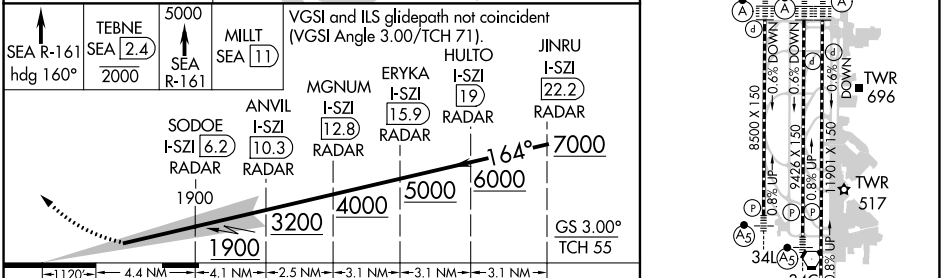
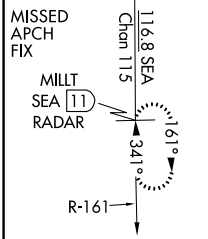
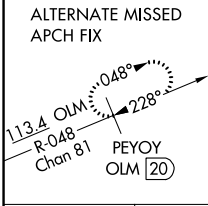
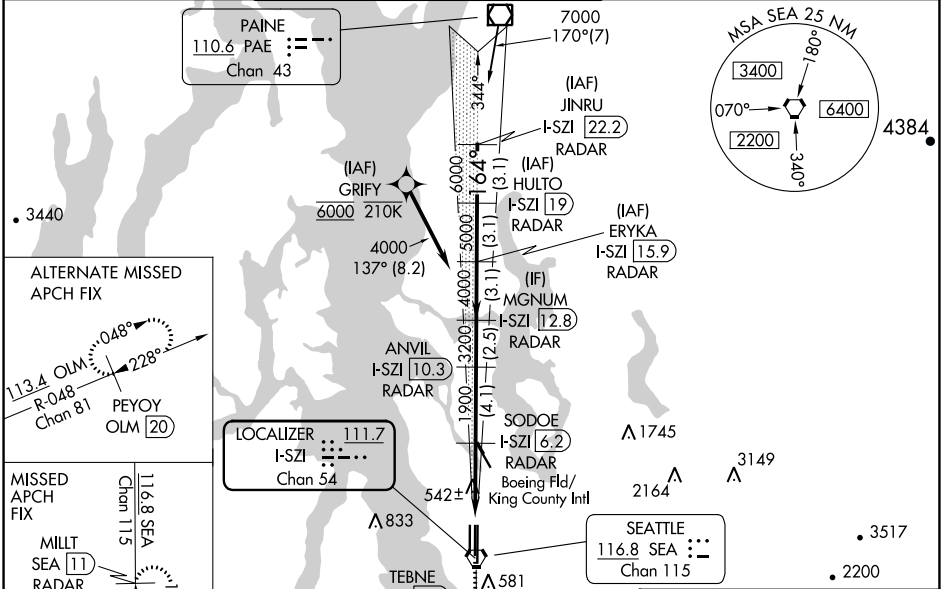
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

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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ELEV 432	TDZE 432
<p>SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</p>	
<p>RA 292/14 150 DA 580</p>	
<p>HIRL all Rwys TDZ/CL Rwys 16L, 16C, 16R and 34R</p>	

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-SNQ 110.3 Chan 40	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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ILS RWY 16L (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

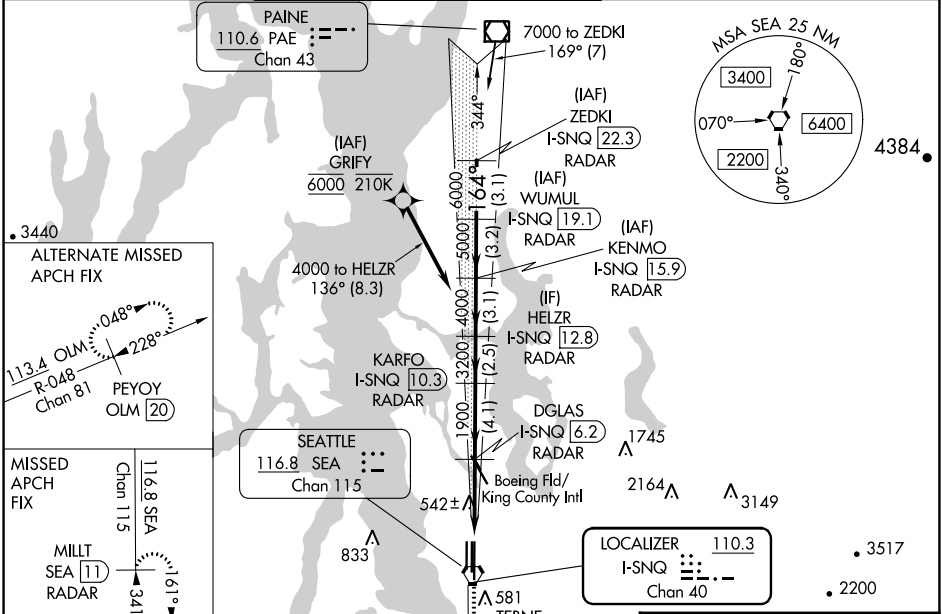
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 900 on heading 165° then on 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.

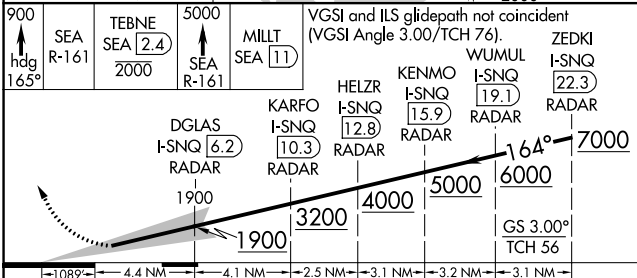
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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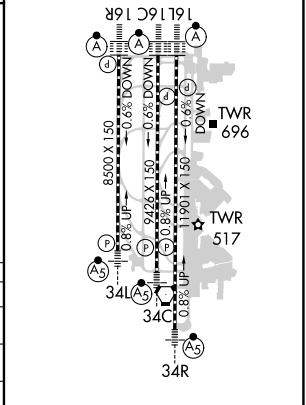
NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 432	D TDZE 432
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CATEGORY	A	B	C	D
S-ILS 16L	NA	CAT II RA 176/12 100 DA 532		
S-ILS 16L	NA	CAT III RVR 03		



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

LOC/DME I-SNQ 110.3 Chan 40	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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ILS RWY 16L (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

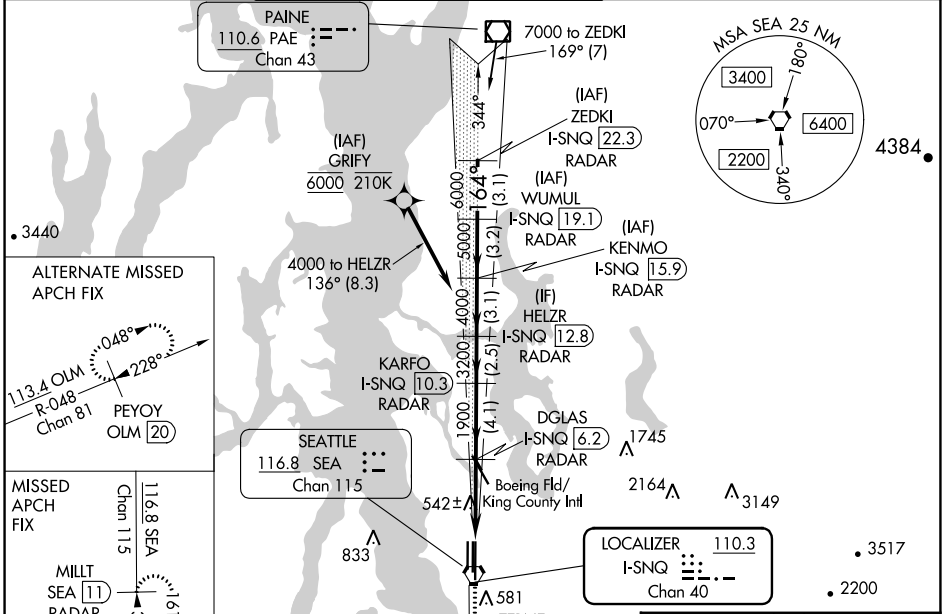
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

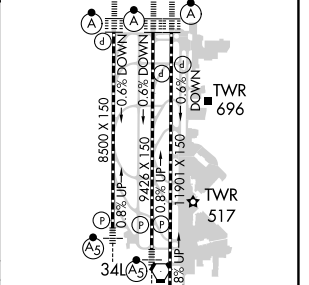
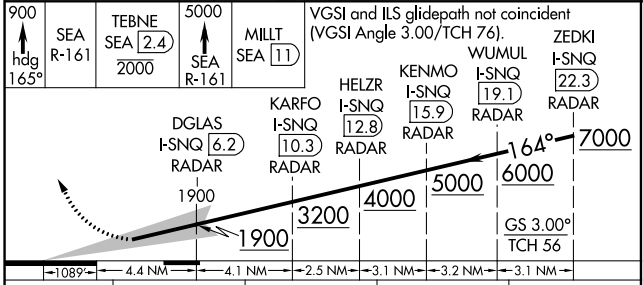
ALSF-2

MISSED APPROACH: Climb to 900 on heading 165° then on 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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ELEV 432	D TDZE 432
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CATEGORY	A	B	C	D
S-ILS 16L	NA	RA 248/14 150 DA 582		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-CJL 110.75 Chan 44(Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
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ILS RWY 16R (CAT II & III)

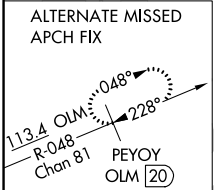
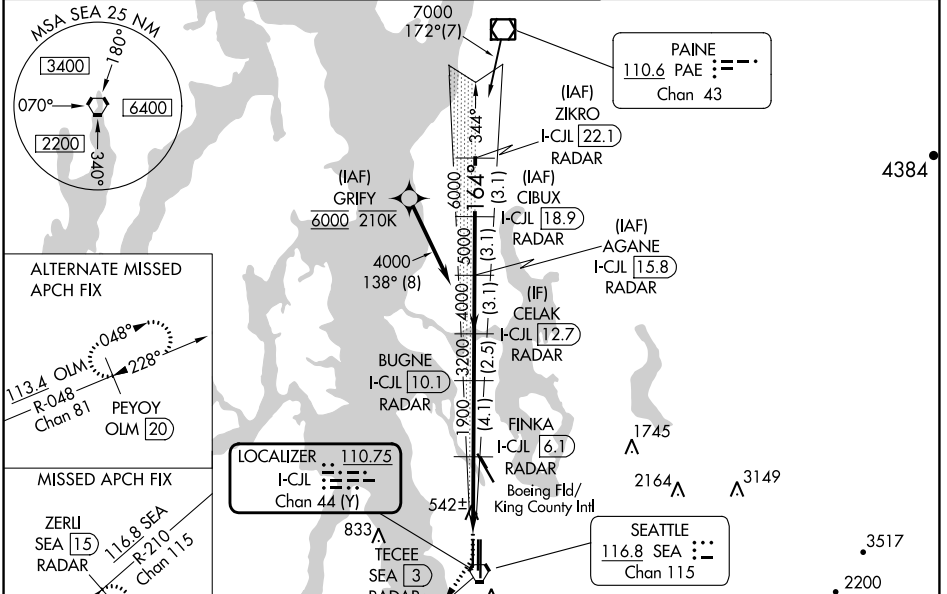
SEATTLE-TACOMA INTL (SEA)

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

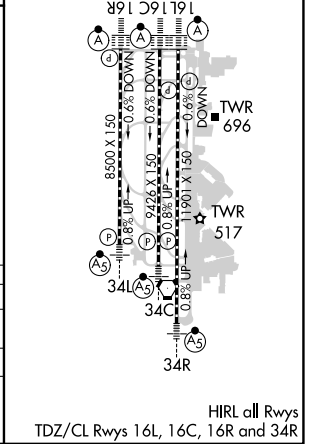
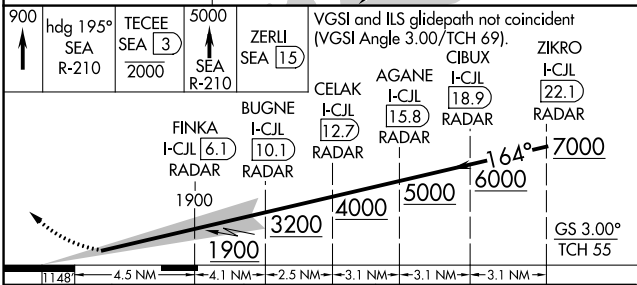
Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2
MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 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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ELEV 432	TDZE 415
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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 139/12 100 DA 515			
S-ILS 16R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

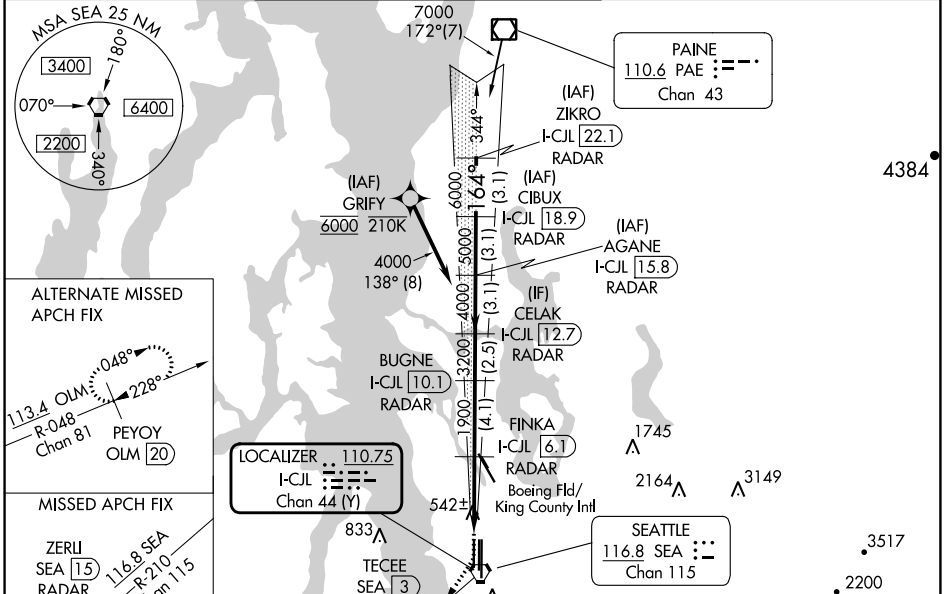
LOC/DME I-CJL 110.75 Chan 44(Y)	APP CRS 164°	Rwy Idg TDZE 8500 415	Apt Elev 432
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ILS RWY 16R (SA CAT I)

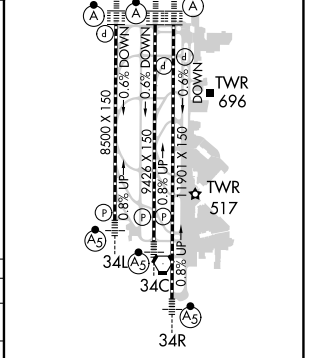
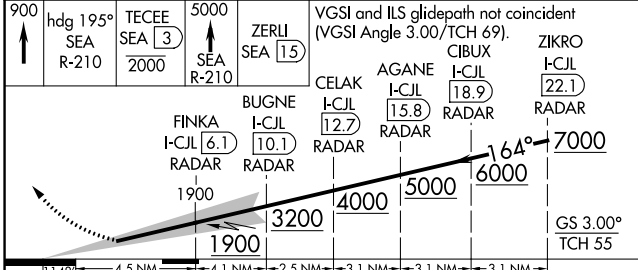
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY: RNAV 1-GPS required.	ALSF-2	MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.
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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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ELEV 432	TDZE 415
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900	hdg 195° SEA R-210	TECEE SEA 3 2000	5000 SEA R-210	ZERLI SEA 15	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	ZIKRO I-CJL 22.1 RADAR	
		FINKA I-CJL 6.1 RADAR	BUGNE I-CJL 10.1 RADAR	CELAK I-CJL 12.7 RADAR	AGANE I-CJL 15.8 RADAR	CIBUX I-CJL 18.9 RADAR	
		1900	3200	4000	5000	6000	
		1.148	4.5 NM	4.1 NM	2.5 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D			
S-ILS 16R	RA 176/14 150 DA 565						

SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-TUC 111.7 Chan 54	APP CRS 344°	Rwy ldg TDZE 387 Apt Elev 432	9426
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ILS RWY 34C (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

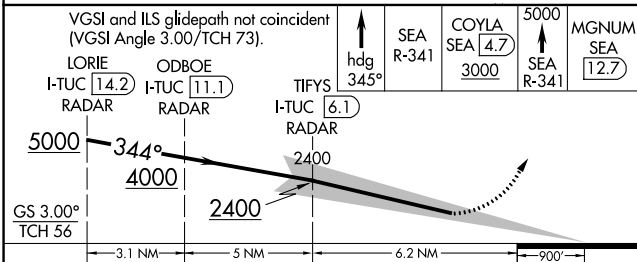
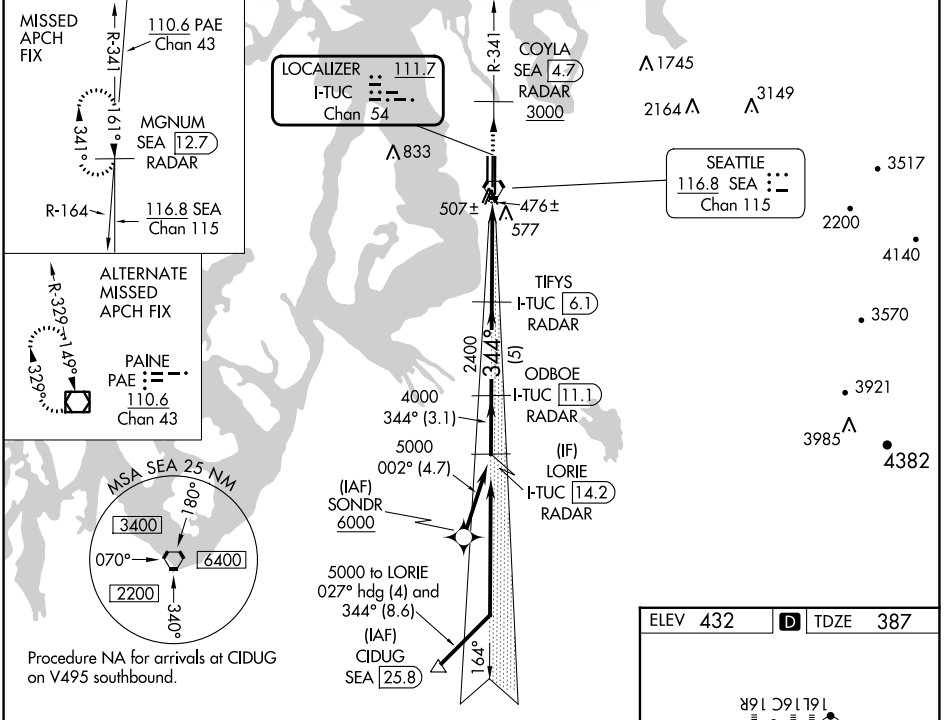
DME or RADAR required. From SONDR: RNAV 1-GPS required.

Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

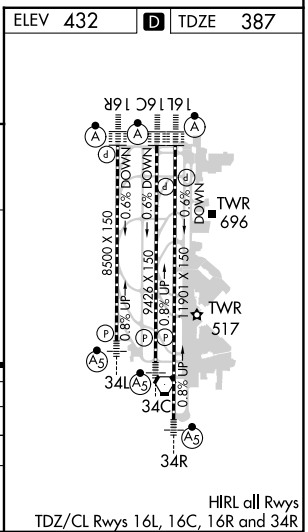


MISSED APPROACH: Climb on heading 345° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

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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CATEGORY	A	B	C	D
S-ILS 34C	SA CAT I	RA 231/14	150	DA 537
S-ILS 34C	SA CAT II	RA 112/12	100	DA 487



SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 344°	Rwy ldg TDZE 8500 379 Apt Elev 433
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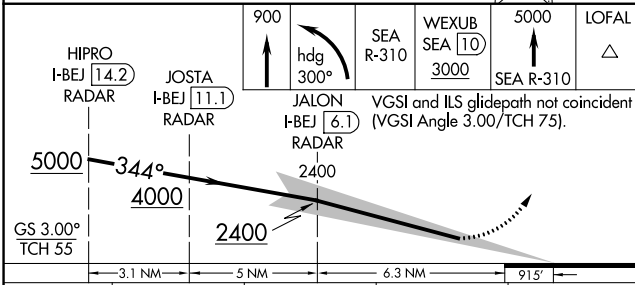
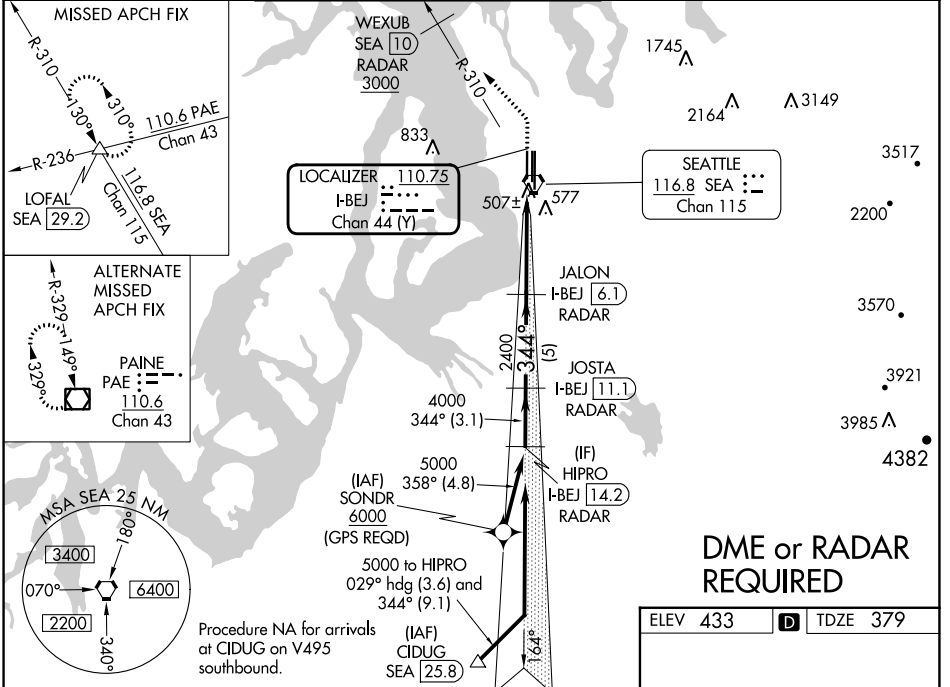
ILS RWY 34L (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

▼ DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

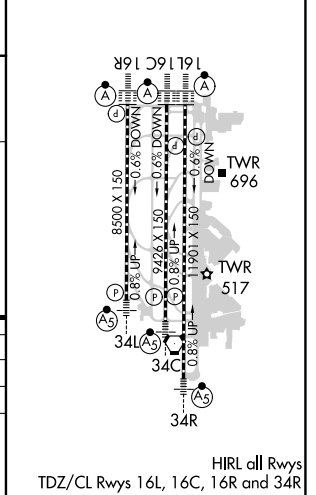
MALS R
MISSED APPROACH: Climb to 900 then climbing left turn on heading 300° and on SEA VORTAC R-310 to cross WEXUB/10 DME/RADAR at or above 3000, then climb to 5000 on SEA VORTAC R-310 to LOFAL/SEA 29.2 DME and hold.

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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CATEGORY	A	B	C	D
S-ILS 34L	SA CAT I RA 213/14 150 DA 529			
S-ILS 34L	SA CAT II RA 117/12 100 DA 479			

ELEV 433	D TDZE 379
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SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-SEA 110.3 Chan 40	APP CRS 344°	Rwy Idg TDZE Apt Elev	11901 372 432
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ILS RWY 34R (SA CAT I & II)

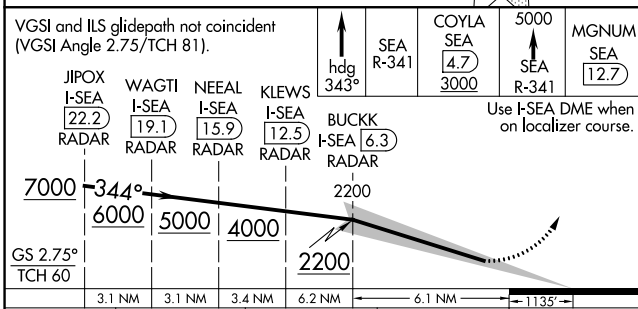
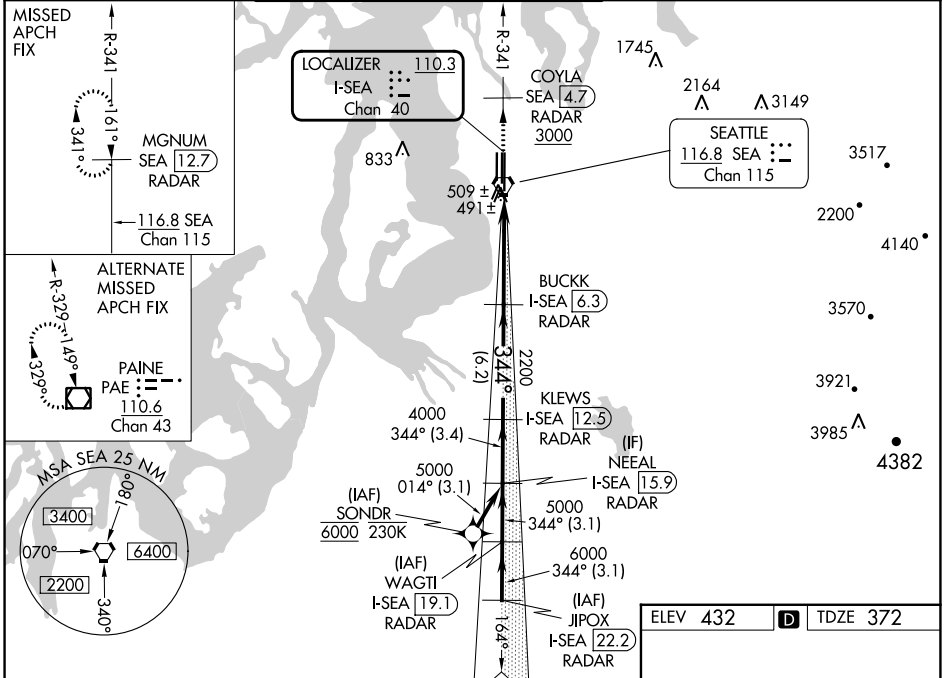
SEATTLE-TACOMA INTL (SEA)

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

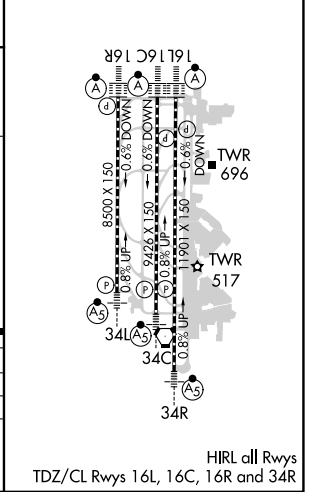
MALS MISSED APPROACH: Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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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ELEV 432	D TDZE 372
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VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 81).	JIPOX I-SEA 22.2 RADAR	WAGTI I-SEA 19.1 RADAR	NEAL I-SEA 15.9 RADAR	KLEWS I-SEA 12.5 RADAR	BUCKK I-SEA 6.3 RADAR	COYLA SEA 4.7 RADAR 3000	5000 SEA R-341	MGNUM SEA 12.7
CATEGORY	A		B		C		D	
S-ILS 34R	SA CAT I		RA 250/14	150	DA 522			
S-ILS 34R	SA CAT II		RA 200/12	100	DA 472			

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

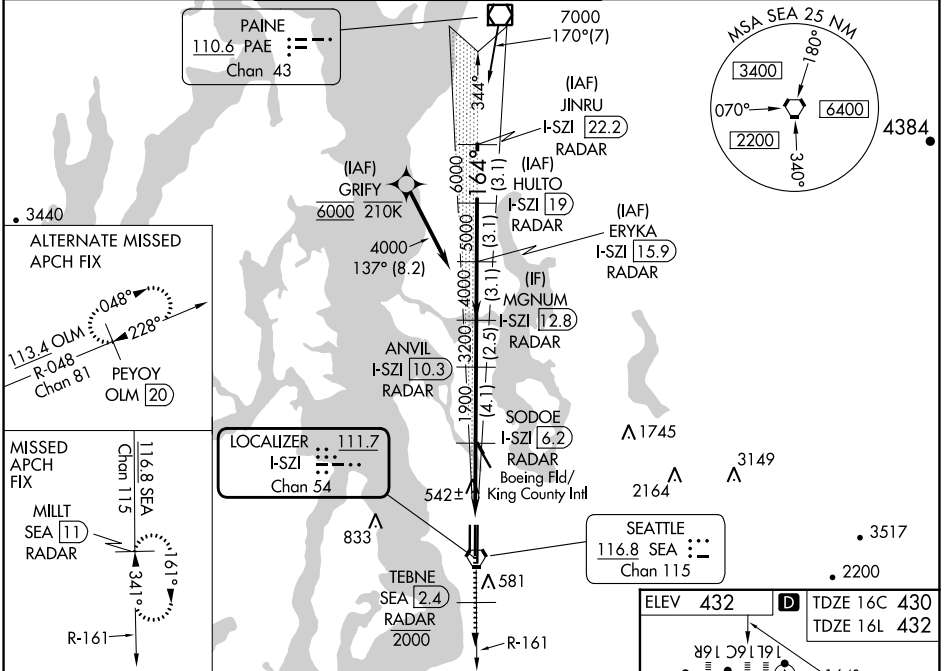
NW-1, 22 FEB 2024 to 21 MAR 2024

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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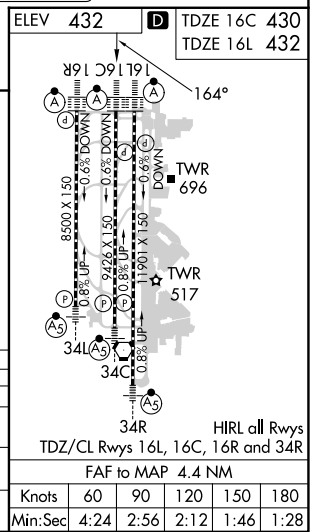
ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY: RNAV 1-GPS required.		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.	
▼ 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.		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
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45			CPDLC	



SEA R-161 hdg 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 RADAR	ANVIL I-SZI 10.3 RADAR	I-SZI 12.8 RADAR	ERYKA I-SZI 15.9 RADAR	HULTO I-SZI 19 RADAR
I-SZI 1.7	I-SZI 2.7	1900	3200	4000	5000
0.9	3.5 NM	4.1 NM	2.5 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
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)	



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

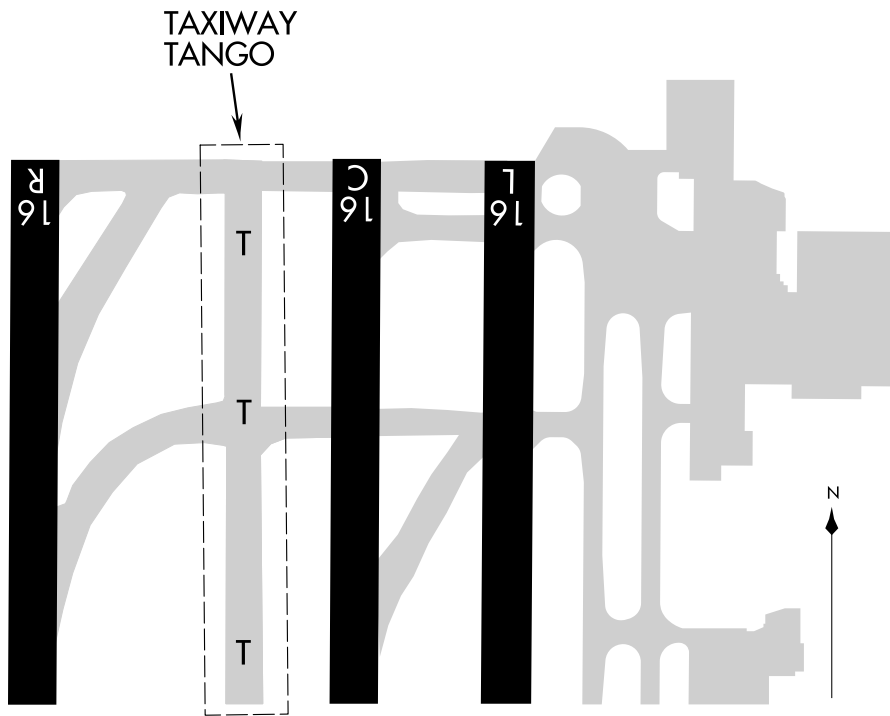
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



LOC/DME I-SNQ 110.3 Chan 40	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

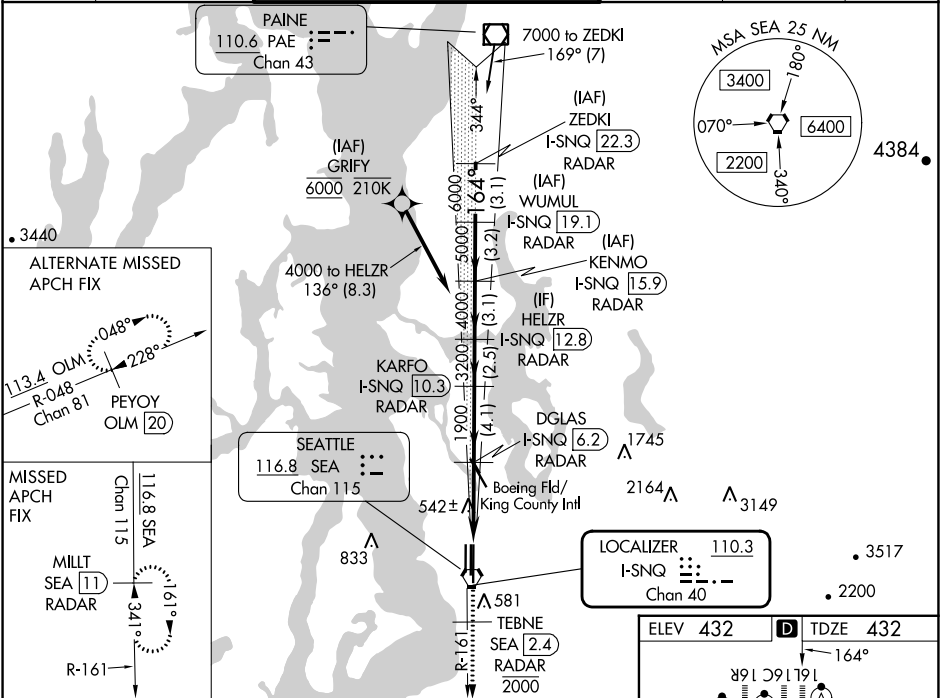
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 900 on heading 165° then on 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.

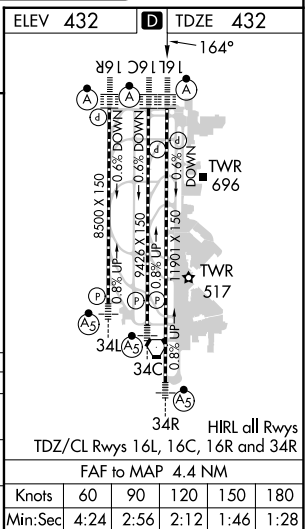
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

900	SEA R-161	TEBNE SEA 2.4	5000	MILLT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).			
1.2 NM	3.3 NM	4.1 NM	2.5 NM	3.1 NM	3.2 NM	3.1 NM		
CATEGORY	A	B	C	D				
S-ILS 16L	697/20 265 (300-½)	632/18 200 (200-½)						
S-LOC 16L	880/24	448 (500-½)	880/45		448 (500-¾)			
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-½)		1000-2 568 (600-2)			



LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
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ILS or LOC RWY 16R

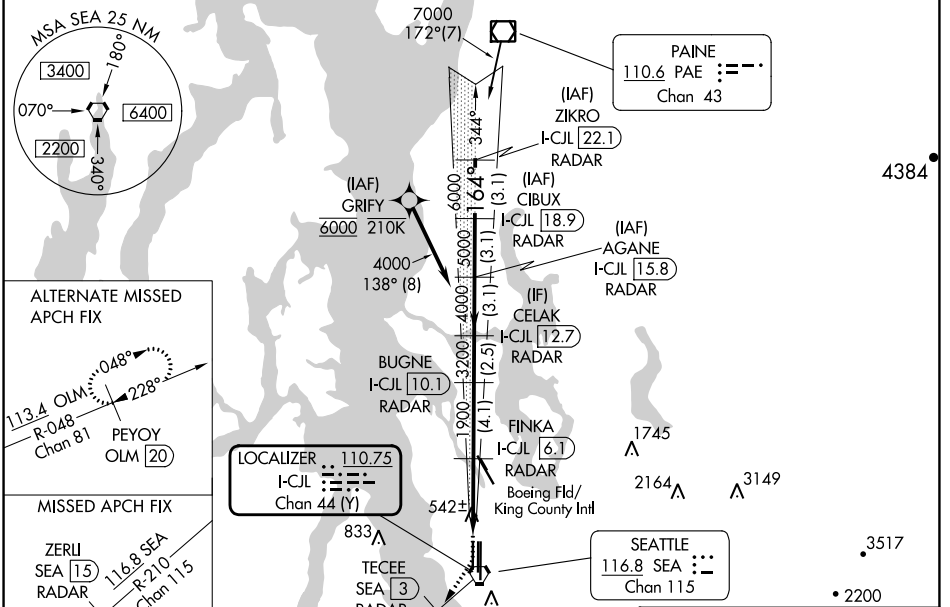
SEATTLE-TACOMA INTL (SEA)

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

ALSF-2

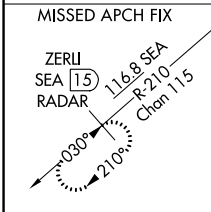
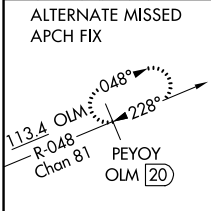
MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.

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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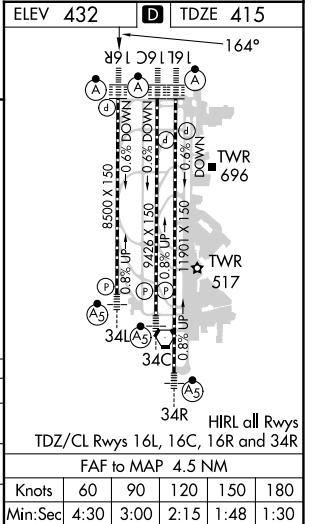


NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



900	hdg 195° SEA R-210	TECEE SEA 3 2000	5000	ZERLI SEA 15	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	ZIKRO I-CJL 22.1	CIBUX I-CJL 18.9	AGANE I-CJL 15.8	CELAK I-CJL 12.7	BUGNE I-CJL 10.1	FINKA I-CJL 6.1	I-CJL 1.6	I-CJL 2.6
*LOC only													
CATEGORY	A			B			C			D			
S-ILS 16R	615/18			200 (200-½)									
S-LOC 16R	800/24			385 (400-½)			800/35			385 (400-¾)			
CIRCLING	1000-1			568 (600-1)			1000-1½			568 (600-½)			



LOC/DME I-TUC 111.7 Chan 54	APP CRS 344°	Rwy Idg TDZE Apt Elev	34C 9426 387 432	34R 11901 372 432
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ILS or LOC RWY 34C

SEATTLE-TACOMA INTL (SEA)

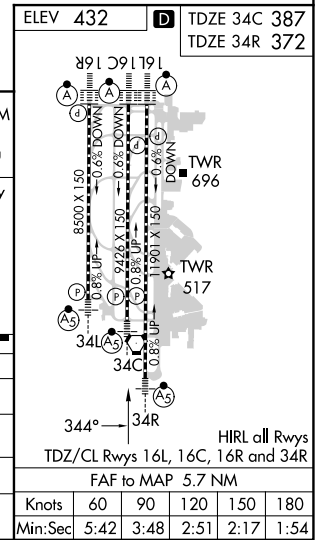
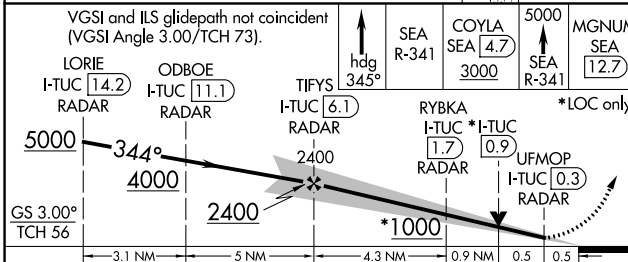
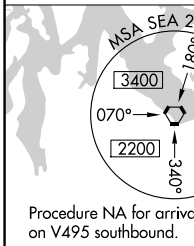
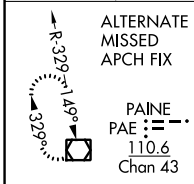
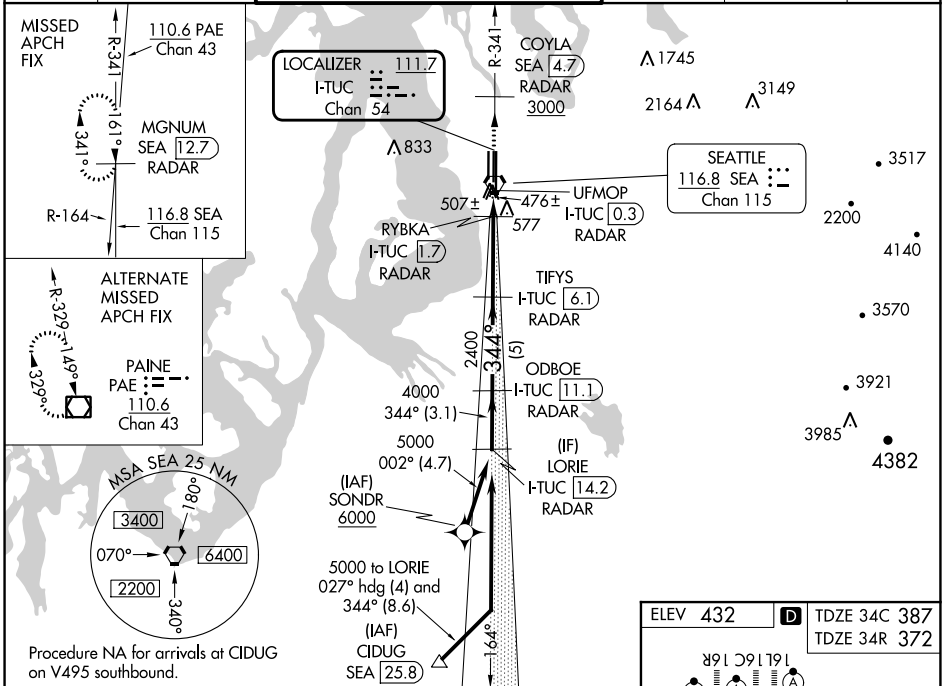
DME or RADAR required.
From SONDR: RNAV 1-GPS required.

MALSR Rwy 34C/R

MISSED APPROACH: Climb on heading 345° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

Inop table does not apply to ALS Rwy 34R.
Simultaneous approach authorized with Rwy 34L.

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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CATEGORY	A	B	C	D
S-ILS 34C	604/24		217 (200-½)	
S-LOC 34C	760/24	373 (400-½)	760/35	373 (400-¾)
SIDESTEP 34R	760/50	388 (400-1)	760/60	388 (400-1¼)
CIRCLING	1000-1	568 (600-1)	1000-1½	1000-2
			568 (600-1½)	568 (600-2)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 344°	Rwy ldg TDZE 8500 379 Apt Elev 433
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ILS or LOC RWY 34L

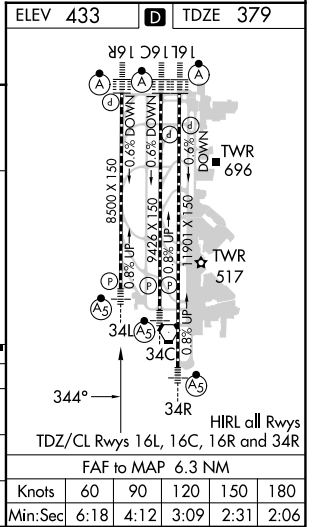
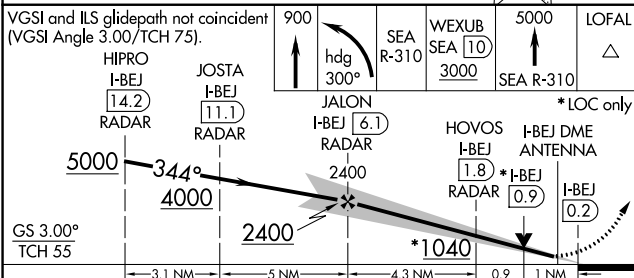
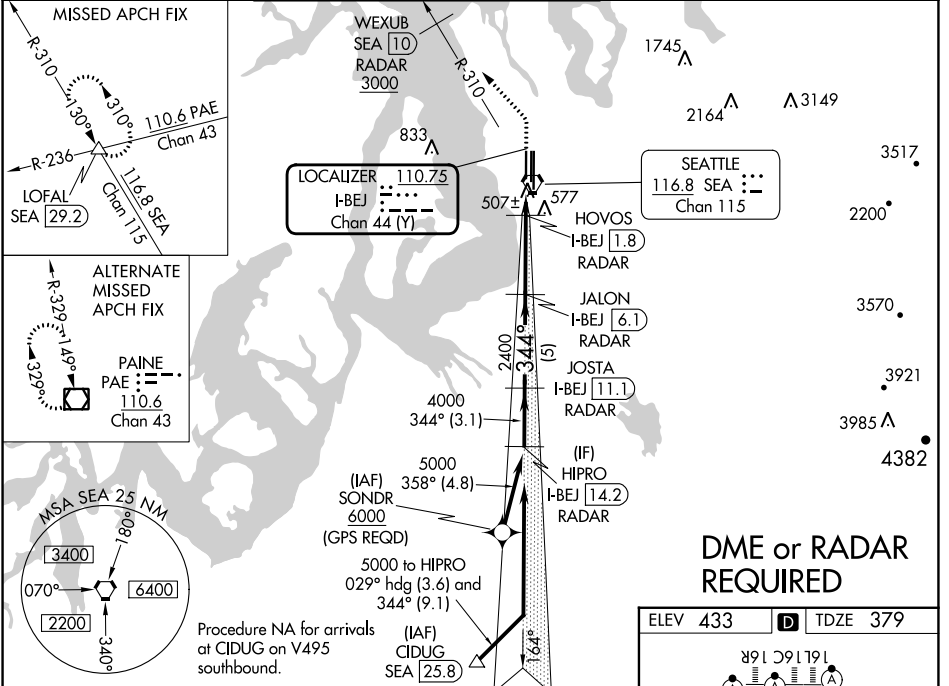
SEATTLE-TACOMA INTL (SEA)

MISSED APPROACH: Climb to 900 then climbing left turn on heading 300° and on SEA VORTAC R-310 to cross WEXUB/10 DME/RADAR at or above 3000, then climb to 5000 on SEA VORTAC R-310 to LOFAL/SEA 29.2 DME and hold.

DME or RADAR required.
Simultaneous approach authorized with Rwy 34R/C.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R

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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CATEGORY	A	B	C	D
S-ILS 34L#	579/24 200 (200-½)			
S-LOC 34L	760/24 381 (400-½)	760/40 381 (400-¾)		
CIRCLING	1000-1 567 (600-1)	1000-1½ 567 (600-1½)		1000-2 567 (600-2)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-SEA 110.3 Chan 40	APP CRS 344°	Rwy Idg TDZE Apt Elev	34R 11901 372 432	34C 9426 387 432
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ILS or LOC RWY 34R

SEATTLE-TACOMA INTL (SEA)

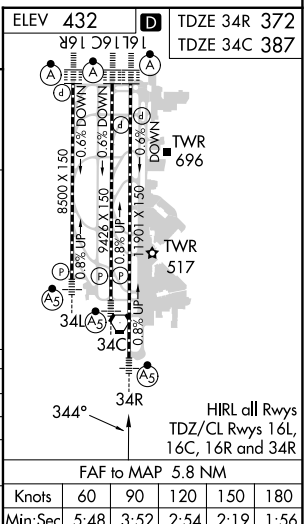
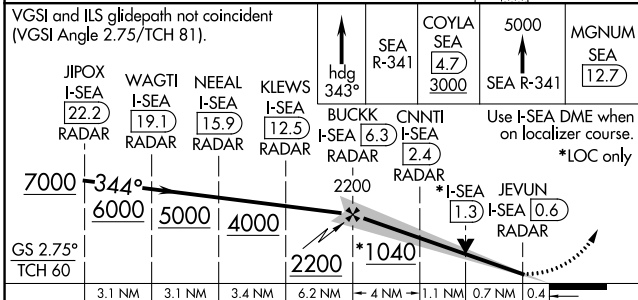
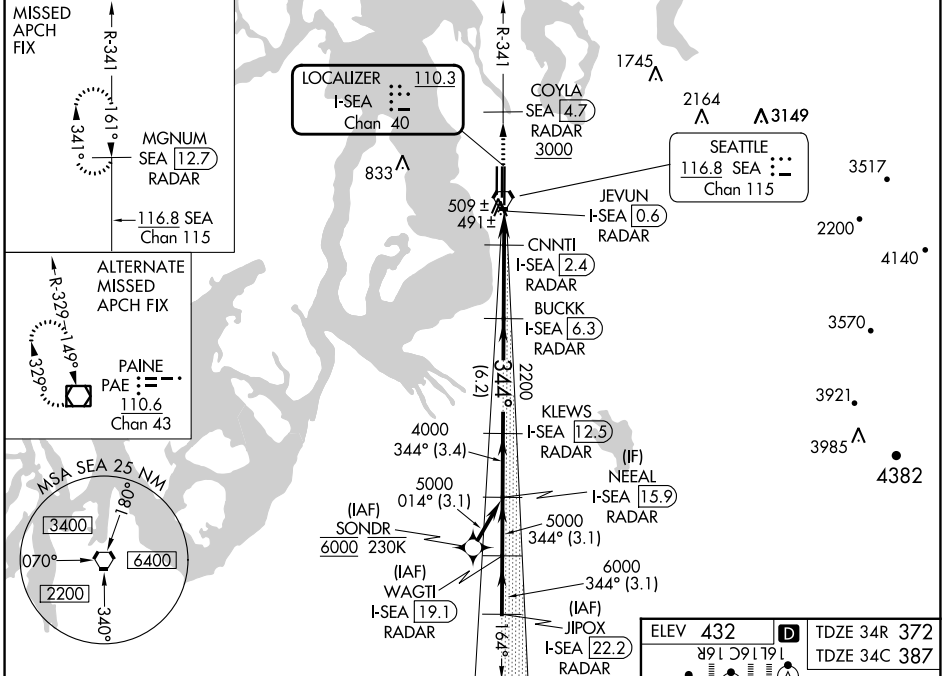
From SONDR: RNAV 1-GPS required. DME or RADAR required.

MALS Rwy 34R/C

MISSED APPROACH: Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

Inop table does not apply to Sidestep 34C Cats A/B. Simultaneous approach authorized with Rwy 34L.

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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CATEGORY	A	B	C	D
S-ILS 34R	572/18 200 (200-½)			
S-LOC 34R	740/24	368 (400-½)	740/35	368 (400-¾)
SIDESTEP 34C	760/55 373 (400-1)		760-1½ 373 (400-1½)	
CRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

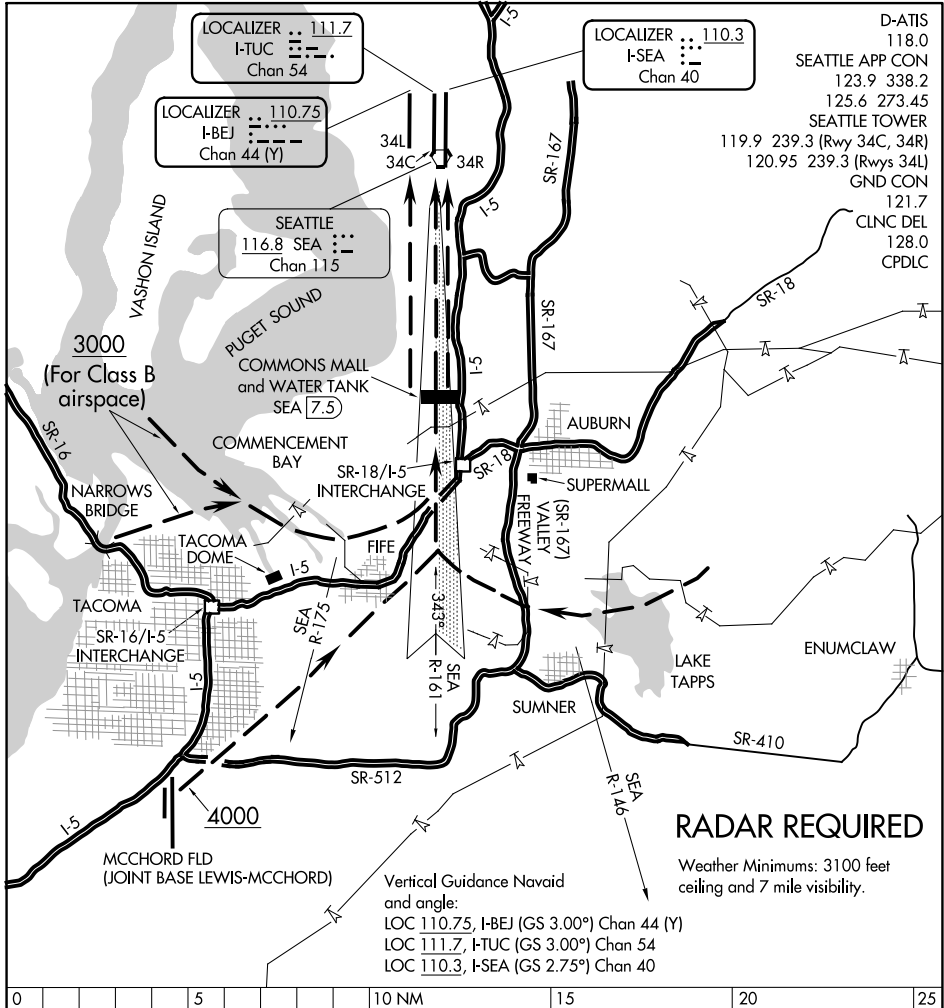
NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

MALL VISUAL RWY 34R/C/L

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

AL-582 (FAA)



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

MALL VISUAL APPROACH RWY 34R/C/L

When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Fld or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34R/C/L. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34R/C/L.

MALL VISUAL RWY 34R/C/L

47°27'N-122°19'W

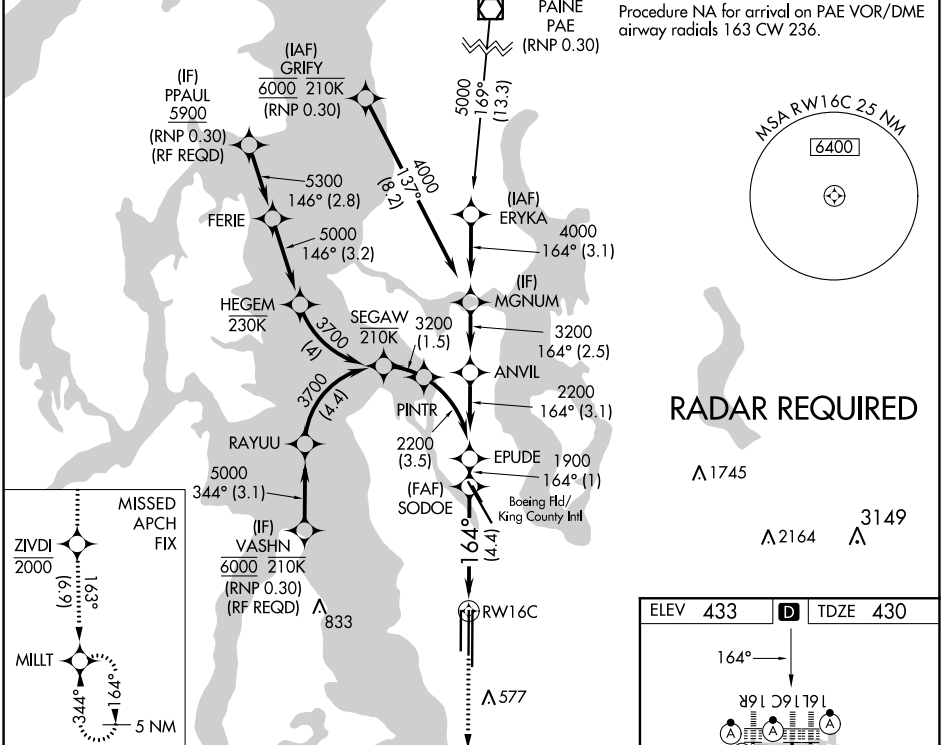
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

APP CRS	Rwy Idg	9426
164°	TDZE	430
	Apt Elev	433

RNAV (RNP) Z RWY 16C

SEATTLE-TACOMA INTL (SEA)

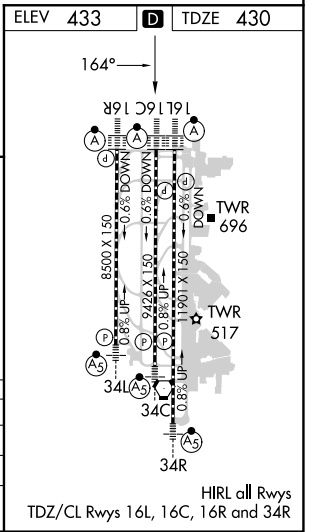
▽ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). GPS required. See additional requirements on adjacent information page. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5200, and increase RNP 0.30 all Cats visibility to 1½ SM.	SEATTLE TOWER (Rwys 16L, 16C, 34C, 34R) 119.9 239.3 (Rwys 16R, 34L) 120.95 239.3 (Rwys 16R, 34L)		GND CON 121.7	CLNC DEL 128.0	CPDLC
	D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	ALSF-2 	MISSED APPROACH: Climb direct ZIVDI to cross ZIVDI at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.	



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ZIVDI 2000 163° (6.9)	5000 tr 163°	MILLT 5000 164° (3.4)	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).
See Planview for multiple IF locations.			EPUDE 1900 2200 GP 3.00° TCH 57
RW16C 4.4 NM 1 NM			
CATEGORY	A	B	C
RNP 0.12 DA	758/29	328 (400-%)	
RNP 0.30 DA	834/43	404 (500-%)	
AUTHORIZATION REQUIRED			



SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

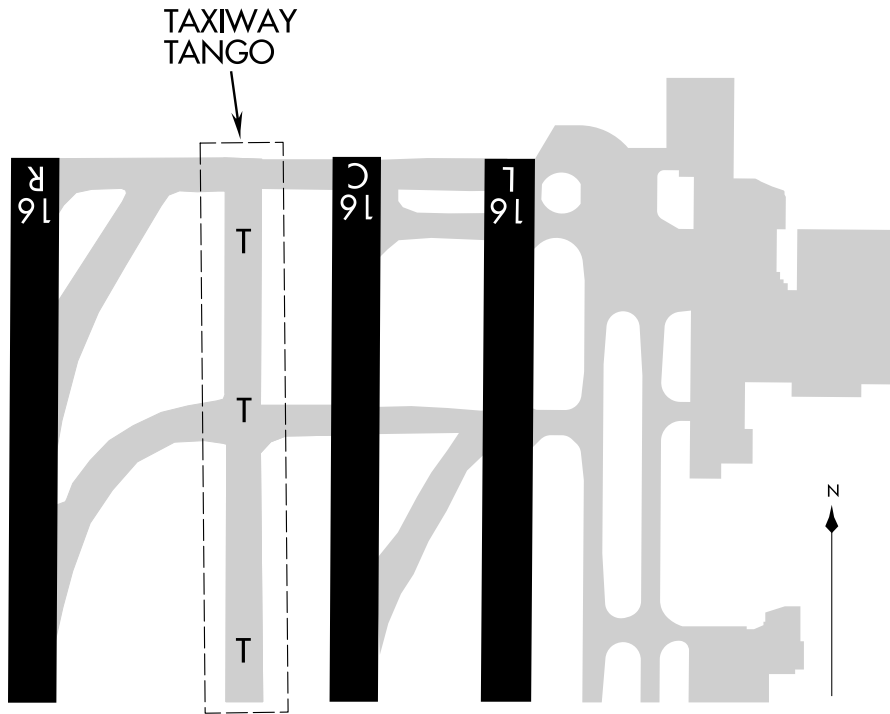
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

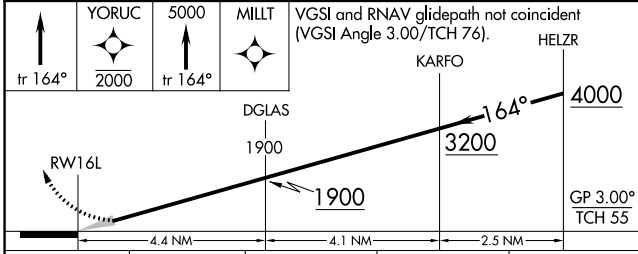
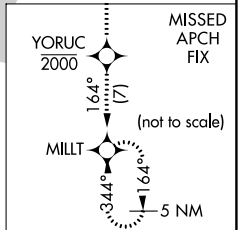
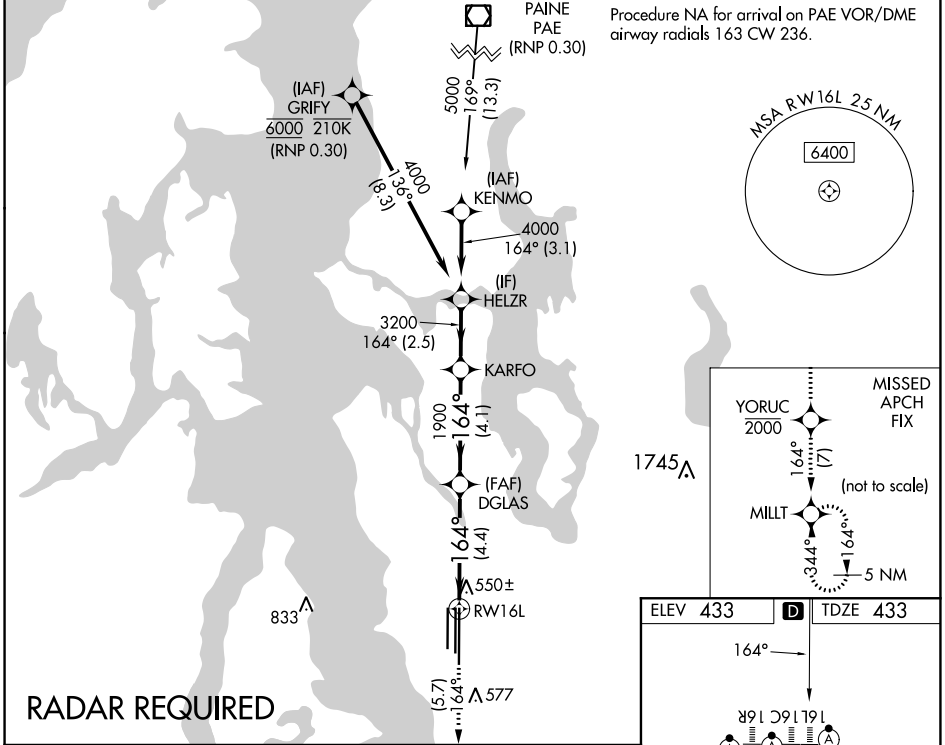


APP CRS	Rwy Idg	11901
164°	TDZE	433
	Apt Elev	433

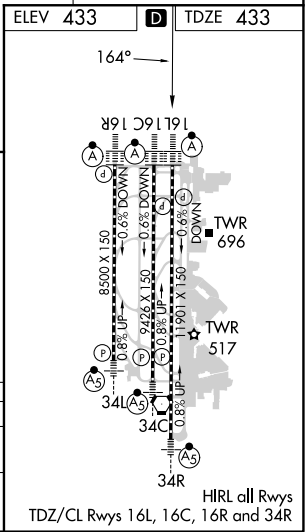
RNAV (RNP) Z RWY 16L

SEATTLE-TACOMA INTL (SEA)

▽ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1 3/8 mile.	ALSF-2 	MISSED APPROACH: Climb on track 164° to cross YORUC at or below 2000, then climb to 5000 on track 164° to MILLT 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



CATEGORY	A	B	C	D
RNP 0.30 DA	842/45 409 (500-7%)			
AUTHORIZATION REQUIRED				



NW-1, 22 FEB 2024 to 21 MAR 2024


NW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy ldg	8500
164°	TDZE	415
	Apt Elev	433

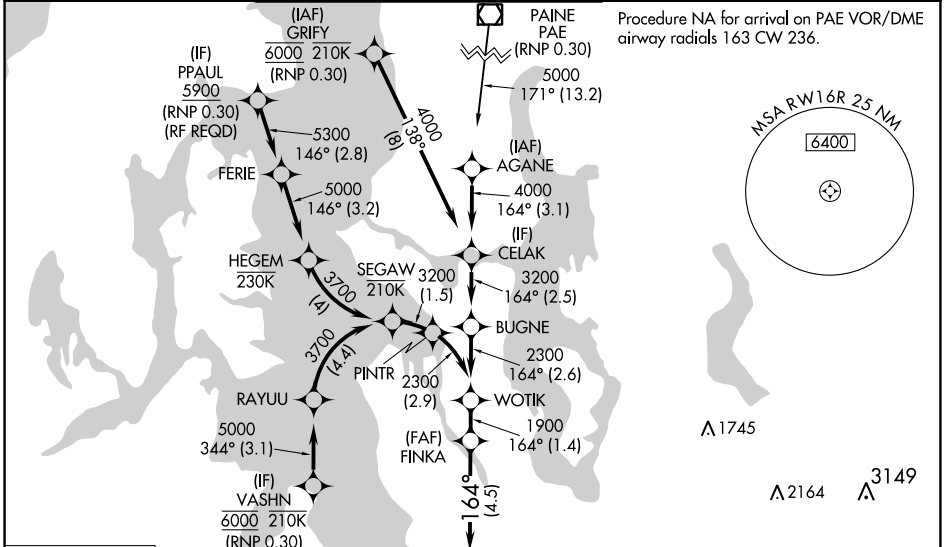
RNAV (RNP) Z RWY 16R

SEATTLE-TACOMA INTL (SEA)

▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5800, increase RNP 0.30 all Cats visibility to 1/2 SM.

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right direct ZERLI to cross ZERLI at 2000 and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

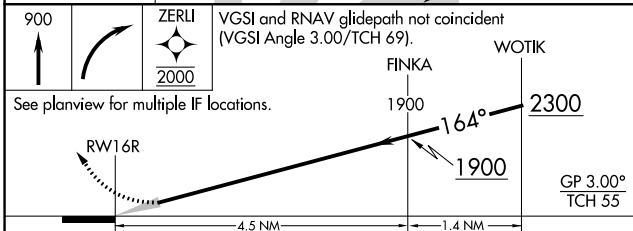
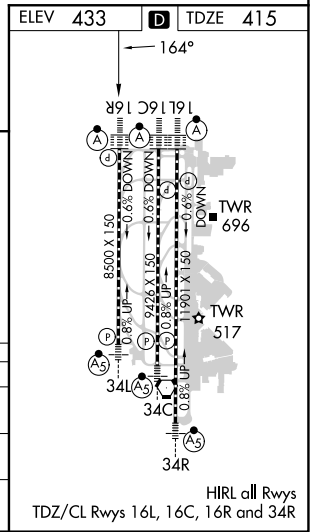


NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.15 DA		770/34	355 (400-%)	
RNP 0.30 DA		854/50	439 (500-1)	

AUTHORIZATION REQUIRED

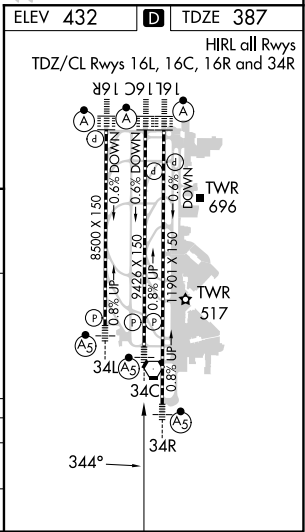
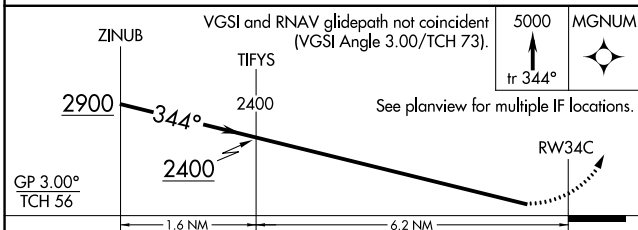
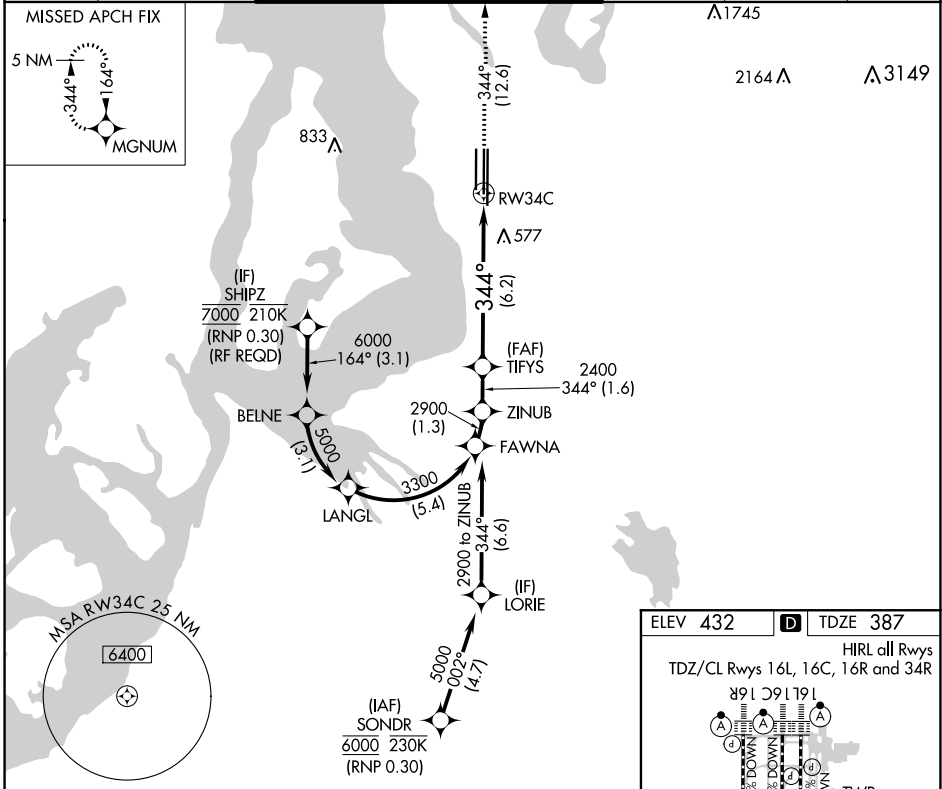
APP CRS 344°	Rwy Idg 9426
	TDZE 387
	Apt Elev 432

RNAV (RNP) Z RWY 34C

SEATTLE-TACOMA INTL (SEA)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 5000 on track 344° to MGNUM and hold, continue climb-in-hold to 5000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Simultaneous approach authorized except arrivals at SHIPZ. Use of FD or AP required during simultaneous operations.		

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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CATEGORY	A	B	C	D
RNP 0.30 DA	829/50 442 (400-1)			
AUTHORIZATION REQUIRED				

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS 344°	Rwy Idg 8500
	TDZE 379
	Apt Elev 433

RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

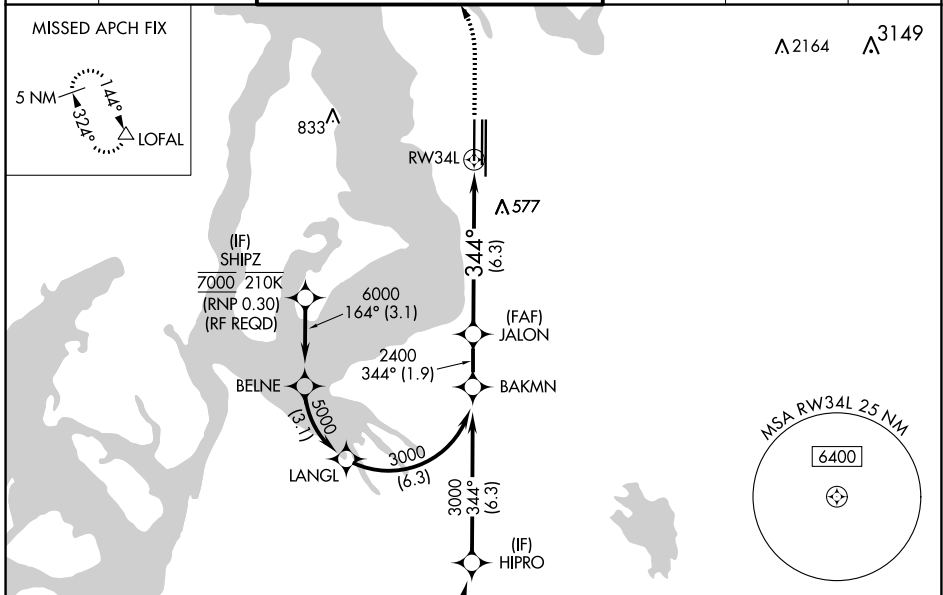
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1½ mile.

MALSR



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

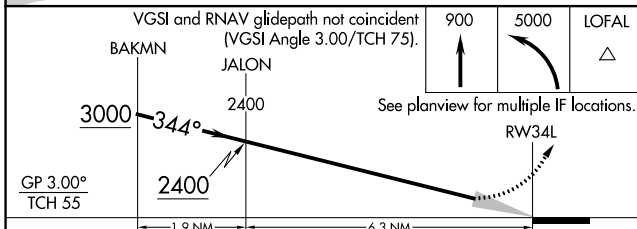
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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NW-1, 22 FEB 2024 to 21 MAR 2024

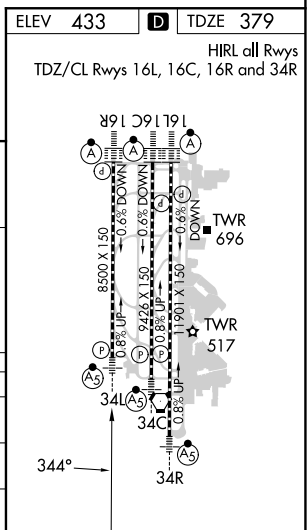
NW-1, 22 FEB 2024 to 21 MAR 2024

RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.15 DA	695/24	316 (300-½)	695/40	316 (300-¾)
RNP 0.30 DA	787/50		408 (400-1)	

AUTHORIZATION REQUIRED



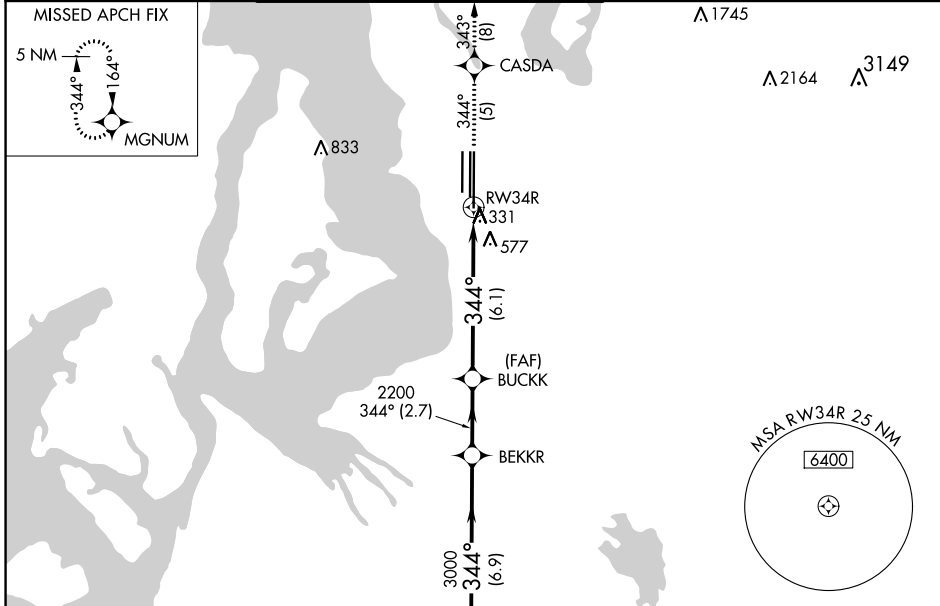
APP CRS 344°	Rwy Idg 11901 TDZE 372 Apt Elev 432
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RNAV (RNP) Z RWY 34R

SEATTLE-TACOMA INTL (SEA)

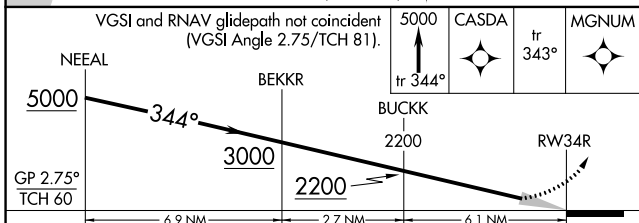
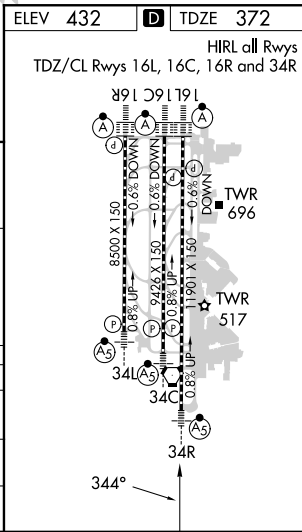
RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 5000 on track 344° to CASDA and on track 343° to MGNUM and hold, continue climb-in-hold to 5000.
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D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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ELEV 432	TDZE 372
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HIRL all Rwys TDZ/CL Rwys 16L, 16C, 16R and 34R



CATEGORY	A	B	C	D
RNP 0.28 DA		867/50	495 (500-1)	
RNP 0.30 DA		880-1½	508 (500-1½)	

AUTHORIZATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 61010 W16B	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 433
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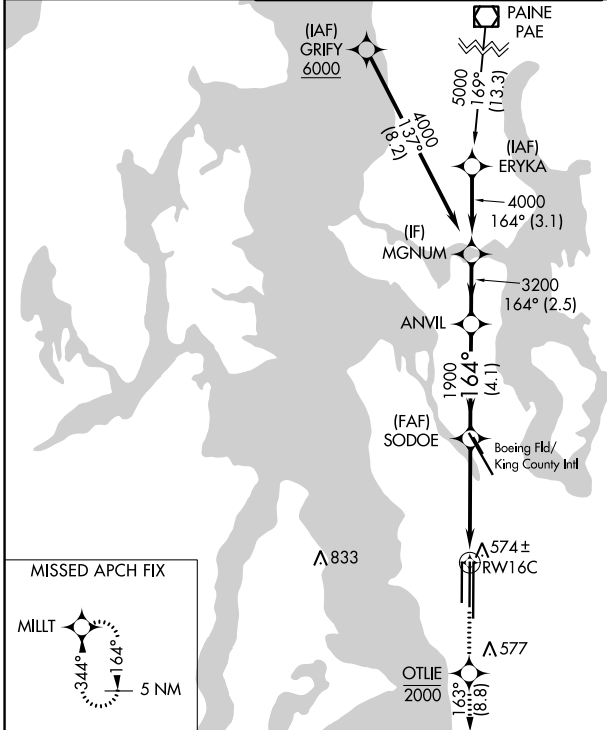
RNAV (GPS) Y RWY 16C

SEATTLE-TACOMA INTL (SEA)

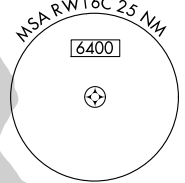
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1%. See additional requirements on adjacent information page.

ALSF-2 MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 on track 163° to MILLT 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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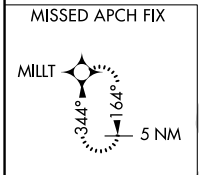


Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

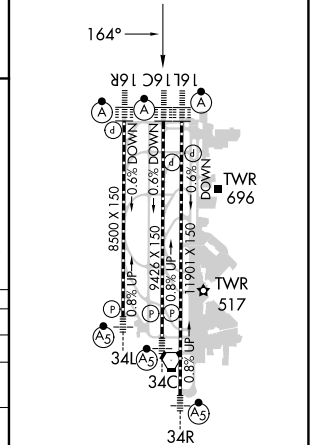


NW-1, 22 FEB 2024 to 21 MAR 2024

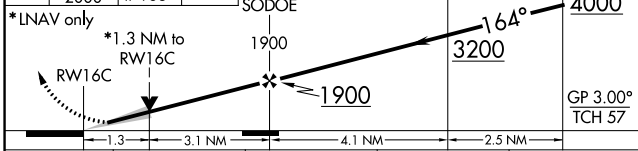
NW-1, 22 FEB 2024 to 21 MAR 2024



ELEV 433	D	TDZE 430
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OTLIE 5000 MILLT VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71). MGNUM ANVIL SODOE 164° 4000 3200 1900 GP 3.00° TCH 57



CATEGORY	A	B	C	D
LPV DA		630/18	200 (200-½)	
LNAV/VNAV DA		840/44	410 (500-¾)	
LNAV MDA	920/24	490 (500-½)	920/50	490 (500-1)
C CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)

HIRL all Rwys TDZ/CL Rwys 16L, 16C, 16R and 34R

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

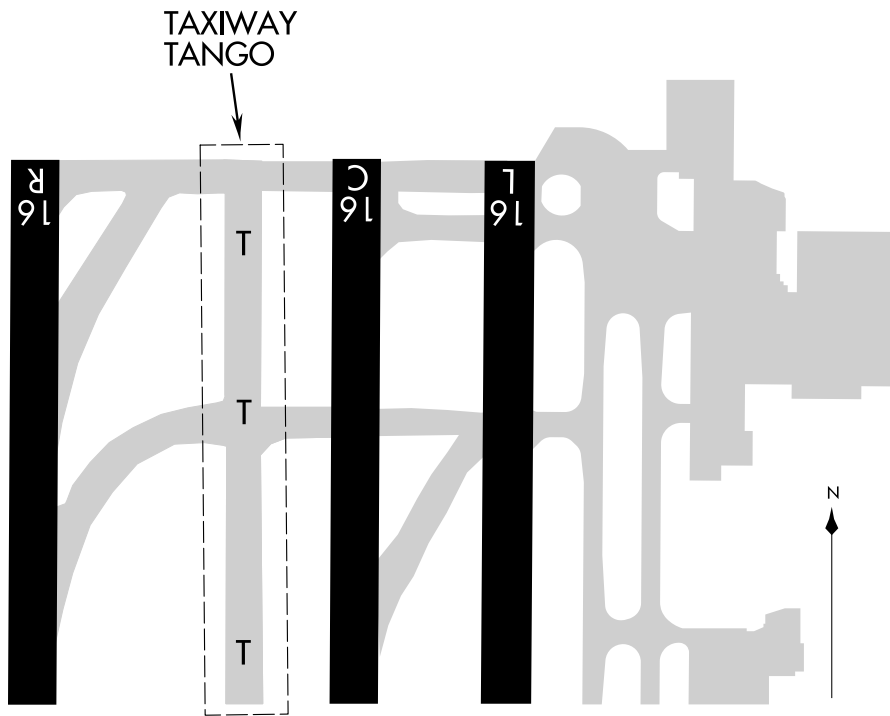
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



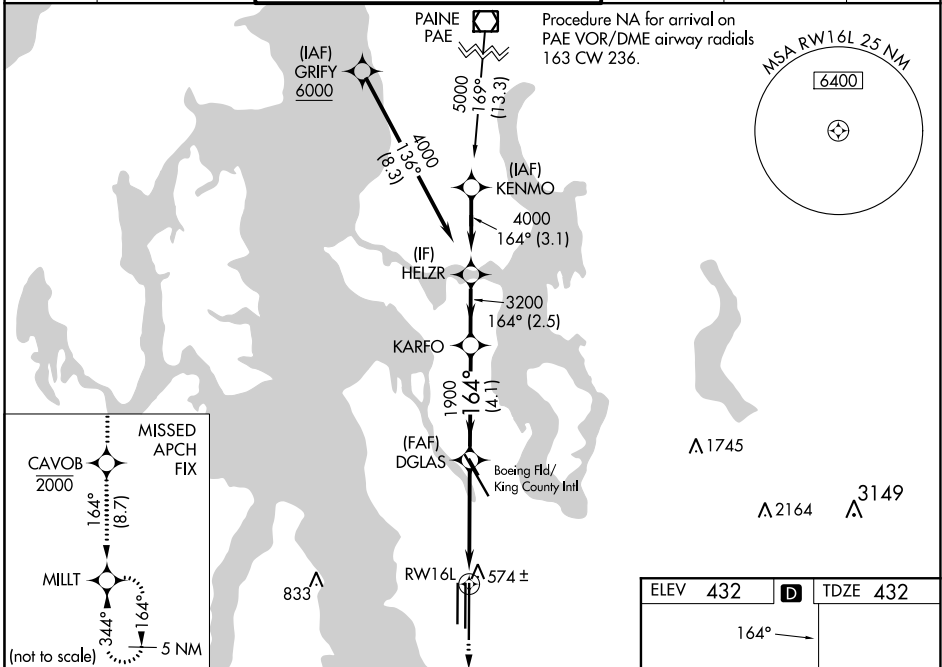
WAAS CH 63202 W16A	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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RNAV (GPS) Y RWY 16L

SEATTLE-TACOMA INTL (SEA)

RNP APCH.	ALSF-2 	MISSED APPROACH: Climb direct CAVOB to cross CAVOB at or below 2000 then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.		

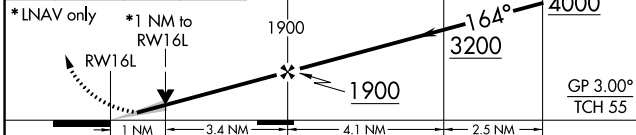
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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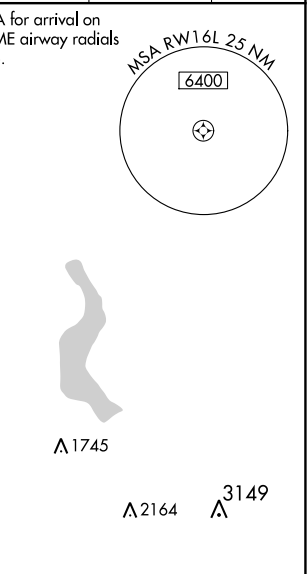
NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

CAVOB 2000	5000 tr 164°	MILLT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).
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CATEGORY	A	B	C	D
LPV DA		700/24	268 (300-½)	
LNAV/VNAV DA		766/32	334 (400-⅝)	
LNAV MDA	840/24	408 (500-½)	840/40	408 (500-¾)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)



WAAS CH 86910 W16D	APP CRS 164°	Rwy Idg TDZE 415 Apt Elev 433
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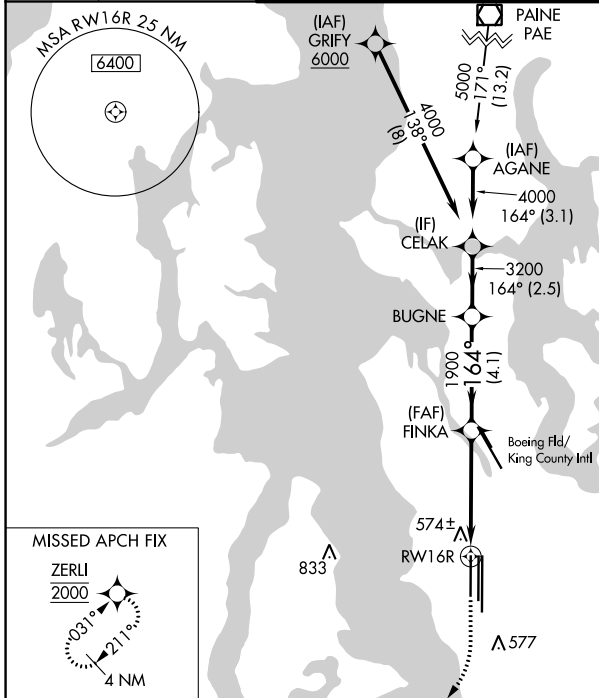
RNAV (GPS) Y RWY 16R

SEATTLE-TACOMA INTL (SEA)

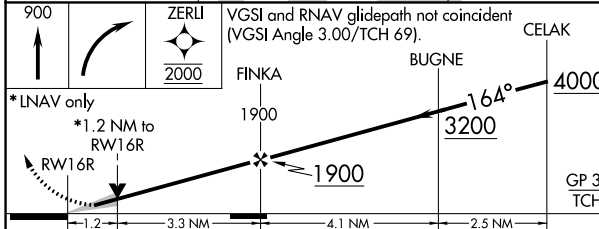
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2
MISSED APPROACH: Climb to 900 then climbing right turn direct ZERLI to cross ZERLI at 2000 and hold.

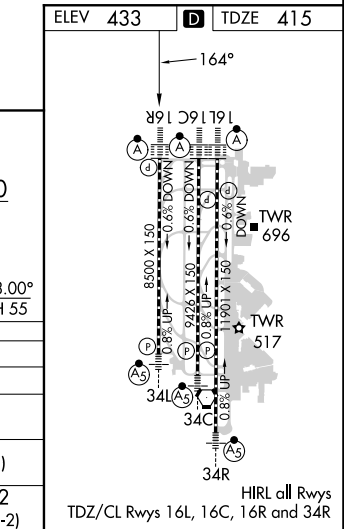
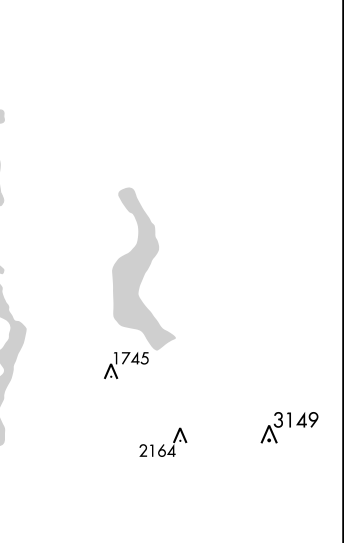
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.



CATEGORY	A	B	C	D
LPV DA		615/18	200 (200-½)	
LNAV/VNAV DA		760/32	345 (400-⅝)	
LNAV MDA	840/24	425 (500-½)	840/40	425 (500-¾)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)



NW-1, 22 FEB 2024 to 21 MAR 2024

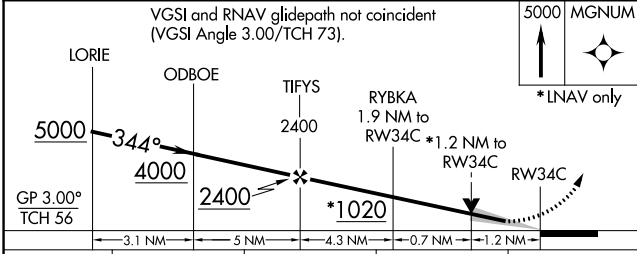
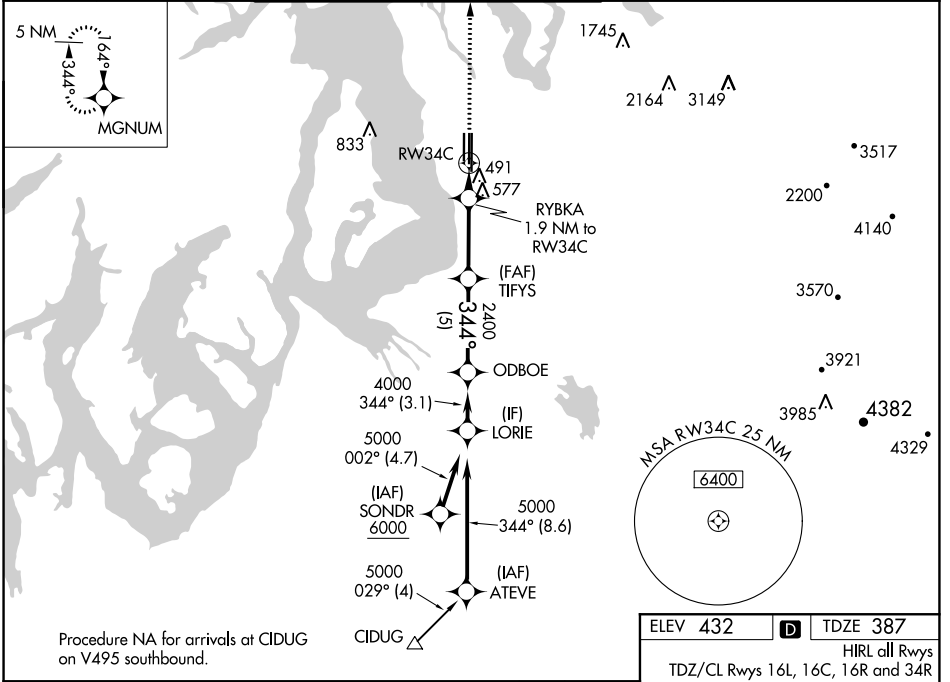
NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 77710 W34B	APP CRS 344°	Rwy Idg 9426 TDZE 387 Apt Elev 432
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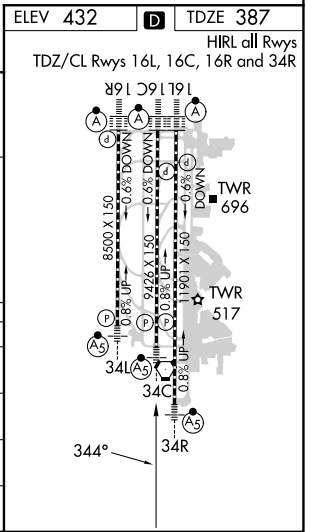
RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

RNP APCH. ▼ Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).		MALSR 	MISSED APPROACH: Climb to 5000 direct MGNUM 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	CINC DEL 128.0	CPDLC



CATEGORY	A	B	C	D
LPV DA		610/24	223 (200-½)	
LNAV/VNAV DA		839/50	452 (500-1)	
LNAV MDA	880/24	493 (500-½)	880/55	493 (500-1)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 45810 W34A	APP CRS 344°	Rwy Idg 8500 TDZE 379 Apt Elev 433
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RNAV (GPS) Y RWY 34L

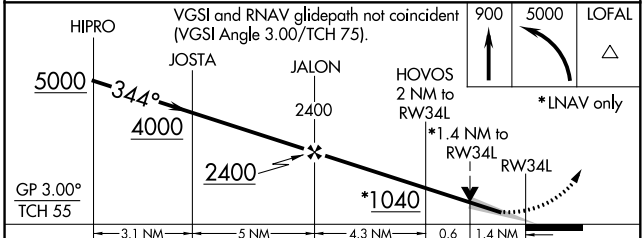
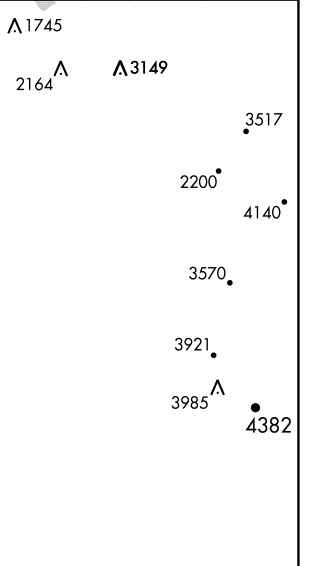
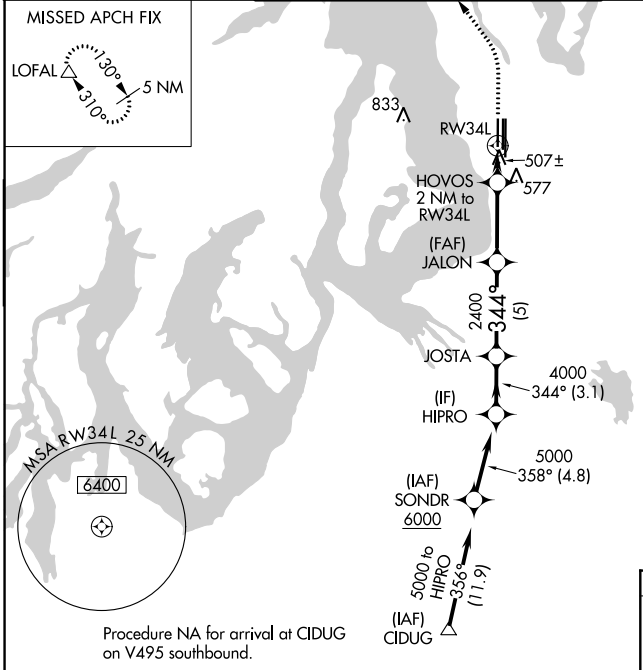
SEATTLE-TACOMA INTL (SEA)

∇ DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1 3/8 SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

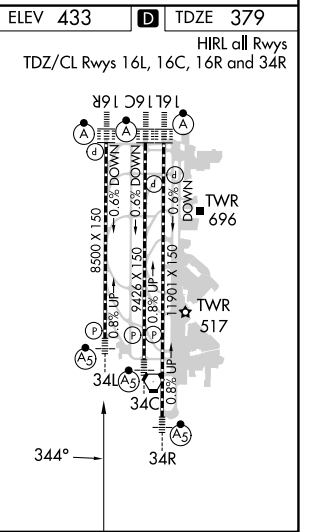
MALSRL

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

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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GP 3.00° TCH 55	3.1 NM	5 NM	4.3 NM	0.6 NM	1.4 NM
CATEGORY	A	B	C	D	
LPV DA#	579/24		200 (200-1/2)		
LNAV/VNAV DA	808/40		429 (400-3/4)		
LNAV MDA	860/24	481 (500-1/2)	860/55	481 (500-1)	
CIRCLING	1000-1	567 (600-1)	1000-1 1/2	1000-2	
			567 (600-1 1/2)	567 (600-2)	



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 42710 W34D	APP CRS 344°	Rwy Idg 11901 TDZE 372 Apt Elev 433
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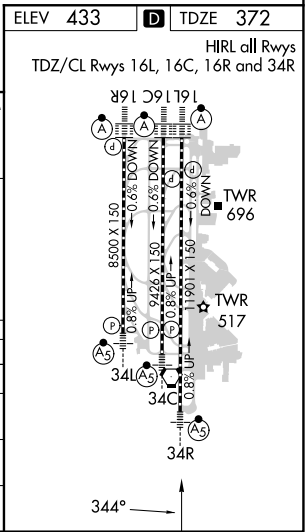
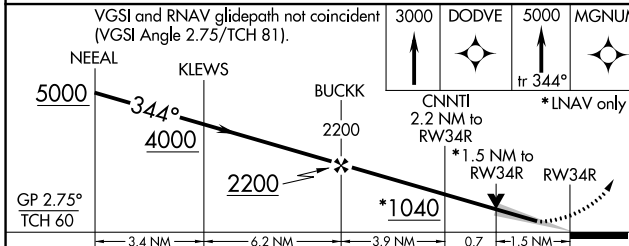
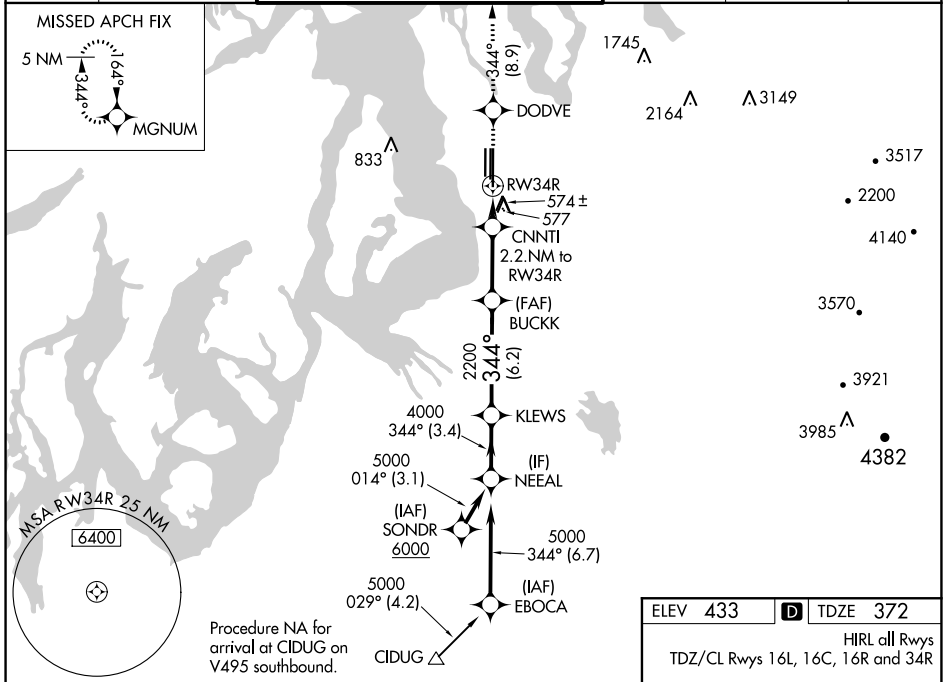
RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. For nonoperative ALS, increase LNAV Cat C and D visibility to 1/3 SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR
MISSED APPROACH: Climb to 3000 direct DODVE then climb to 5000 on track 344° to MGNUM 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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CATEGORY	A	B	C	D
LPV DA#		572/24	200 (200-1/2)	
LNAV/VNAV DA		915-1 1/2	543 (500-1 1/2)	
LNAV MDA	840/24	468 (500-1/2)	840/50	468 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1 1/2 567 (600-1 1/2)	1000-2 567 (600-2)