

HUSKY VISUAL RWY 16R/C/L

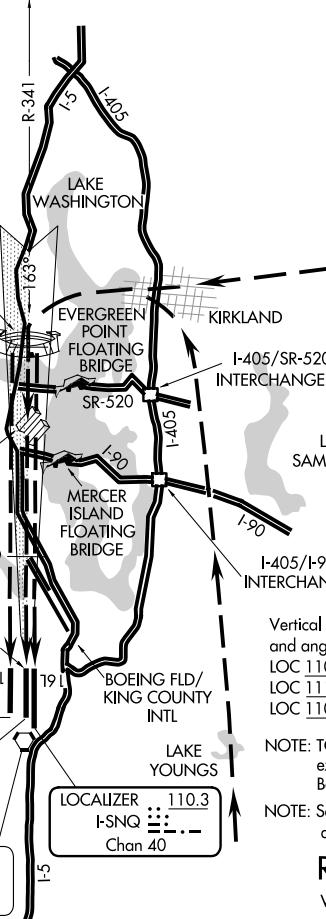
AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

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

PUGET SOUND

STADIUM SEA [13] 5000
SPACE NEEDLE
BANK BUILDING
SEA [6] 1900



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 vicinity of Boeing Fld/King County Intl Airport.

NOTE: See additional requirements on adjacent information page.

RADAR REQUIRED

Weather Minimums: 5000 feet ceiling and 4 miles visibility.

0 5 10 NM 15 20 25 30

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.

