

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

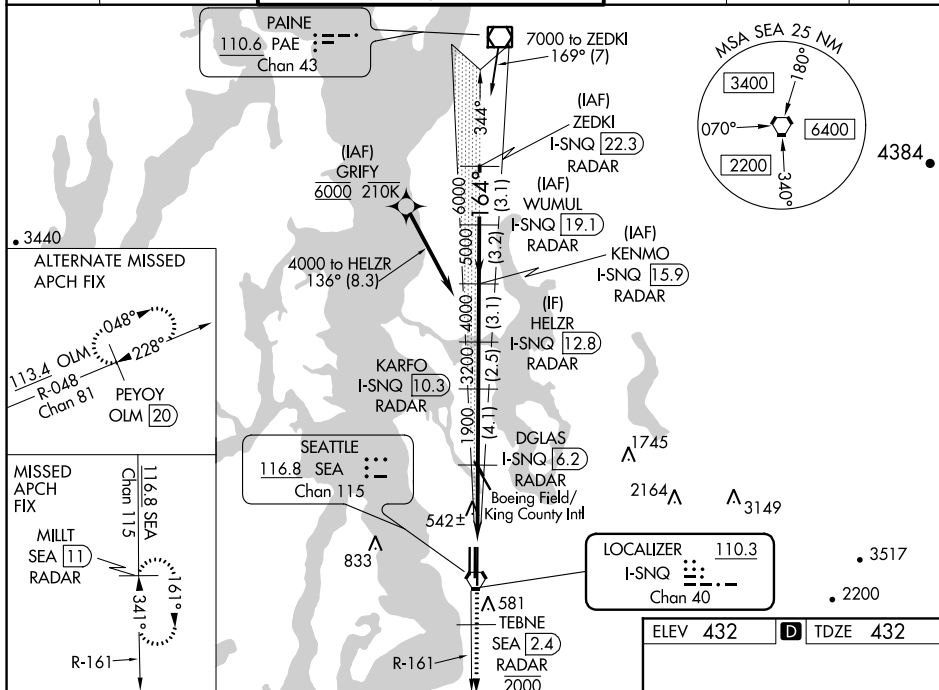
DME or RADAR required. From GRIFY:RNAV 1-GPS required.


**T** Simultaneous approach authorized with Rwy 16R. 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 <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	GND CON <b>121.7</b>	CLNC DEL <b>128.0</b>	CPDLC
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900 ↑ hdg 165°	SEA R-161	TEBNE SEA [2.4] 2000	5000 ↑ SEA R-161	MILT SEA [11]	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).						
					KARFO I-SNQ [10.3] RADAR	HELZR I-SNQ [12.8] RADAR	KENMO I-SNQ [15.9] RADAR	I-SNQ [19.1] RADAR	WUMUL	ZEDKI I-SNQ [22.3] RADAR	
		DGLAS I-SNQ [6.2] RADAR									
					1900	3200	4000	5000	6000	7000	
					1900				164°		
										GS 3.00° TCH 56	
					-1.08 NM	-4.4 NM	-4.1 NM	-2.5 NM	-3.1 NM	-3.2 NM	-3.1 NM

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

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

