# ILS RWY 16L (SA CAT I)

## SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-SNQ | APP CRS | Rwy Idg 11901 |
|---|---|---|
| 110.3 | 164° | TDZE 432 |
| Chan 40 | | Apt Elev 432 |

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

T 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 | 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 | |

PAINE 110.6 PAE Chan 43

7000 to ZEDKI 169° (7)

MSA SEA 25 NM: 3400 (180°), 6400 (070°), 2200 (340°)

4384

(IAF) ZEDKI I-SNQ 22.3 RADAR

(IAF) GRIFY 6000 210K

(IAF) WUMUL I-SNQ 19.1 RADAR

(IAF) KENMO I-SNQ 15.9 RADAR

3440

4000 to HELZR 136° (8.3)

(IF) HELZR I-SNQ 12.8 RADAR

KARFO I-SNQ 10.3 RADAR

DGLAS I-SNQ 6.2 RADAR

1745

SEATTLE 116.8 SEA Chan 115

Boeing Fld/ King County Intl

542±

2164

3149

833

581

LOCALIZER 110.3 I-SNQ Chan 40

3517

2200

TEBNE SEA 2.4 RADAR 2000

R-161

ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81

048° 228°

PEYOY OLM 20

MISSED APCH FIX

MILLT SEA 11 RADAR

Chan 115 116.8 SEA

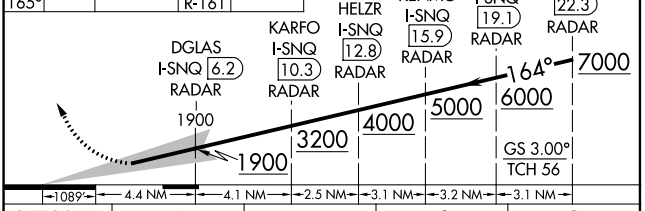
341° 161°

R-161

ELEV 432 D TDZE 432

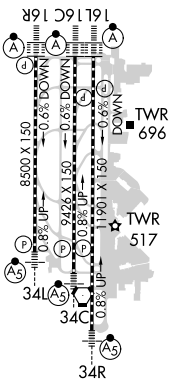
| 900 hdg 165° | SEA R-161 | TEBNE SEA 2.4 2000 | 5000 SEA R-161 | MILLT SEA 11 |
|---|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).




| 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, 18 APR 2024 to 16 MAY 2024
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