

LOC/DME I-SZI <b>111.7</b> Chan <b>54</b>	APP CRS <b>164°</b>	Rwy Idg TDZE <b>430</b> Apt Elev <b>432</b>
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# ILS RWY 16C (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

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

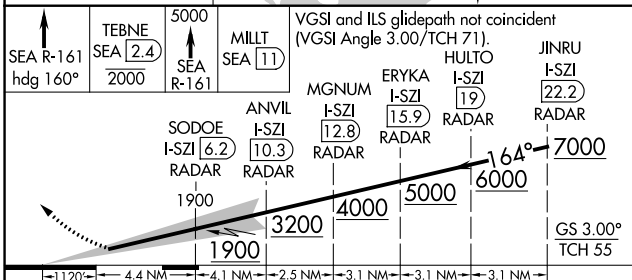
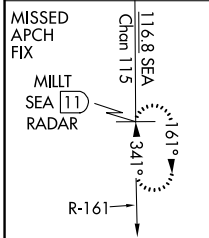
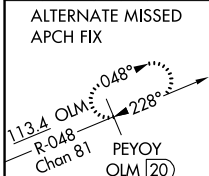
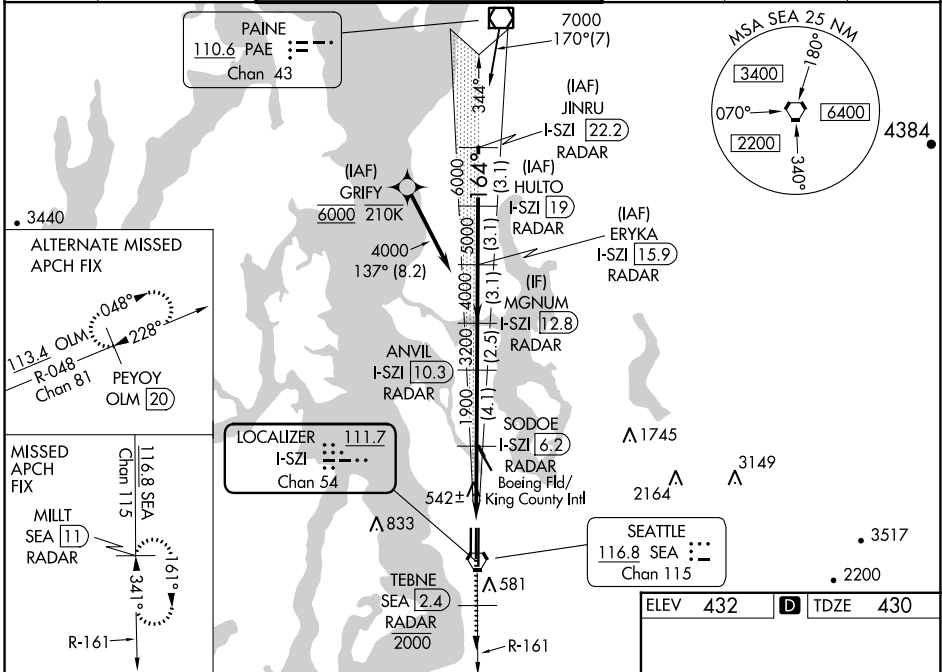
Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2



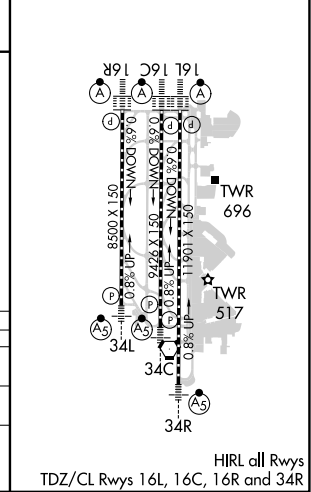
MISSED APPROACH: Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS <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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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	MILLT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	HULTO I-SZI 19 RADAR	JINRU I-SZI 22.2 RADAR
	SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR		MGNUM I-SZI 12.8 RADAR	ERYKA I-SZI 15.9 RADAR	

ELEV 432	TDZE 430
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**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NW-1, 11 JUL 2024 to 08 AUG 2024

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