

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

SEATTLE-TACOMA INTL (SEA)

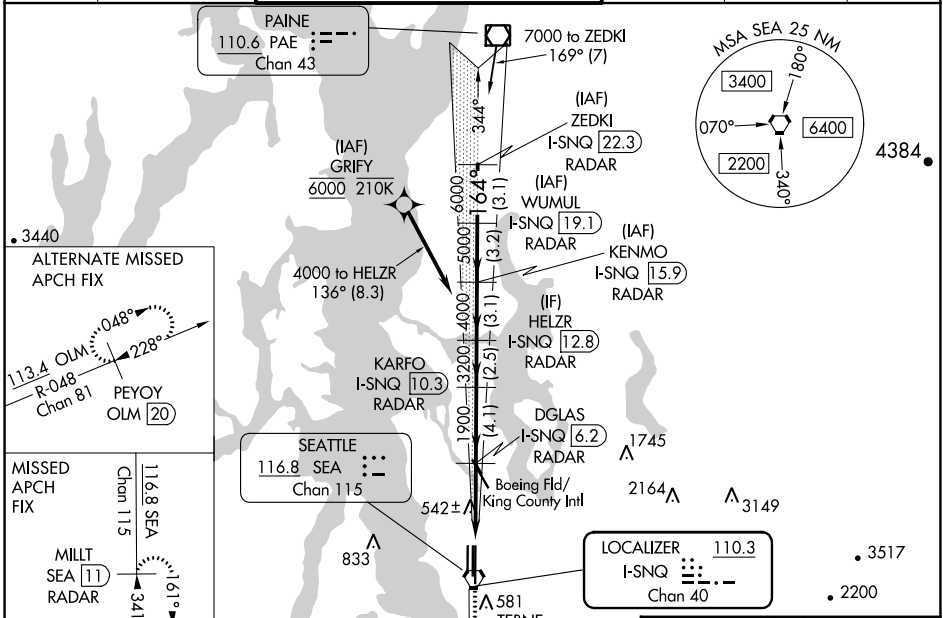
DME or RADAR required. RNP APCH-GPS, from GRIFY.

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

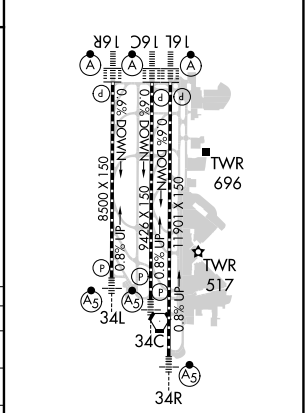
MISSED APPROACH: Climb to 900 on heading 165° then on SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS <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 hgd 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).	ZEDKI I-SNQ 22.3 RADAR
		DGLAS I-SNQ 6.2 RADAR				WUMUL I-SNQ 19.1 RADAR
						KENMO I-SNQ 15.9 RADAR
						HELZR I-SNQ 12.8 RADAR
						KARFO I-SNQ 10.3 RADAR
						DGLAS I-SNQ 6.2 RADAR
						TEBNE SEA 2.4 RADAR 2000
						542±
						581
						833
						1745
						2164
						3149
						3517
						2200

ELEV 432	<b>D</b> 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

NW-1, 31 OCT 2024 to 28 NOV 2024