

LOC/DME I-SZI <b>111.7</b> Chan <b>54</b>	APP CRS <b>164°</b>	Rwy Idg <b>9426</b> TDZE <b>430</b> Apt Elev <b>432</b>
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# ILS RWY 16C (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

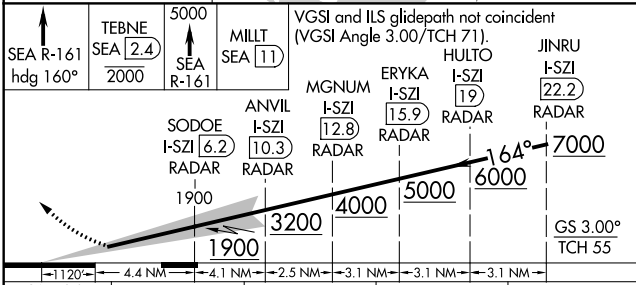
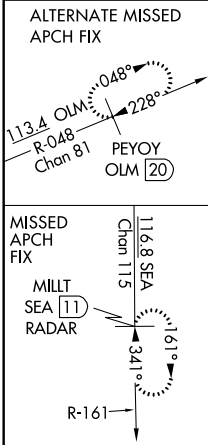
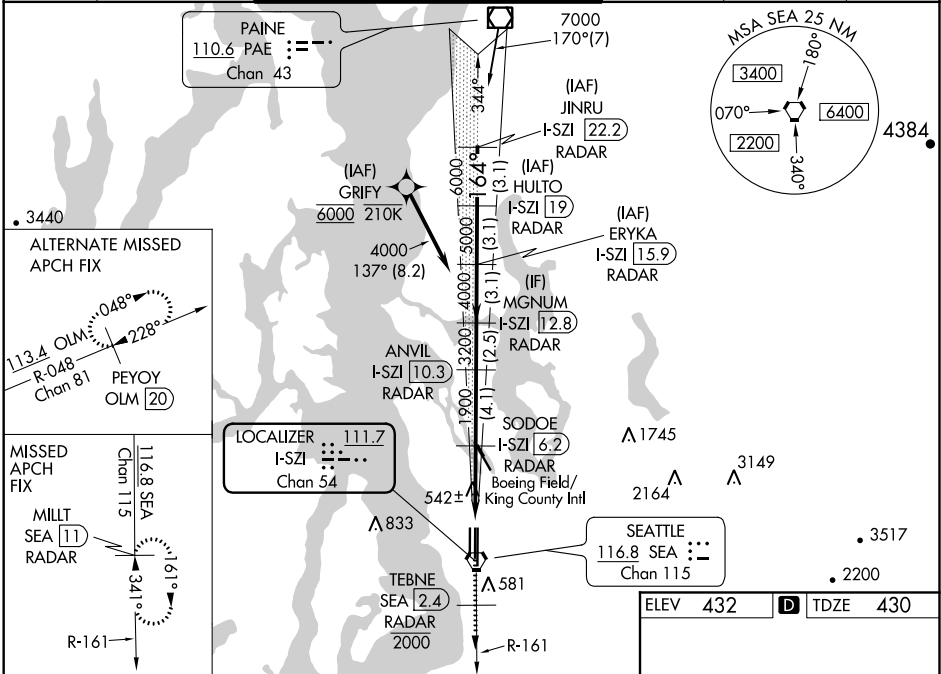
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

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.

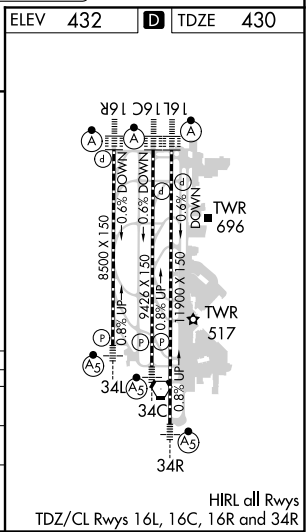
ALSF-2

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).
SODOE I-SZI [6.2] RADAR	ANVIL I-SZI [10.3] RADAR	MGNUM I-SZI [12.8] RADAR	ERYKA I-SZI [15.9] RADAR	HULTO I-SZI [19] RADAR
JINRU I-SZI [22.2] RADAR	CATEGORY A: 1900-2100 CATEGORY B: 2100-3200 CATEGORY C: 3200-4000 CATEGORY D: 4000-7000			
S-ILS 16C	CAT II RA 126/12 100 DA 530			
S-ILS 16C	CAT III RVR 03			



NW-1, 10 OCT 2019 to 07 NOV 2019

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