

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

## SEATTLE-TACOMA INTL (SEA)

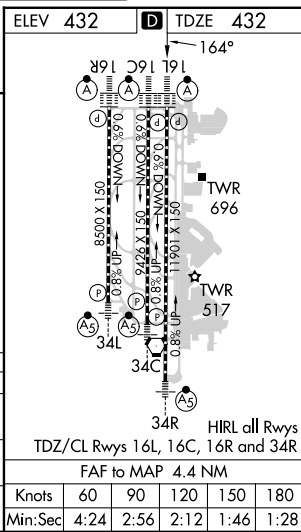
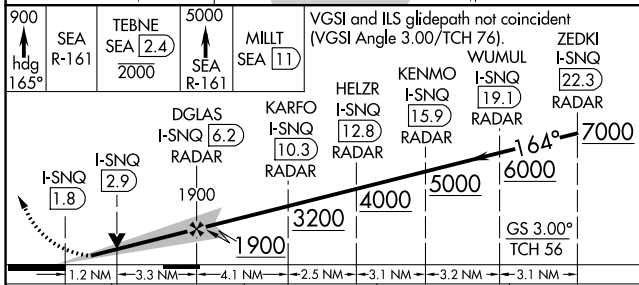
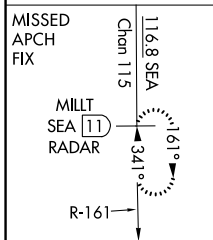
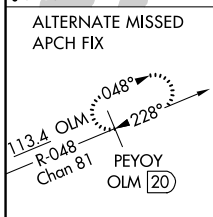
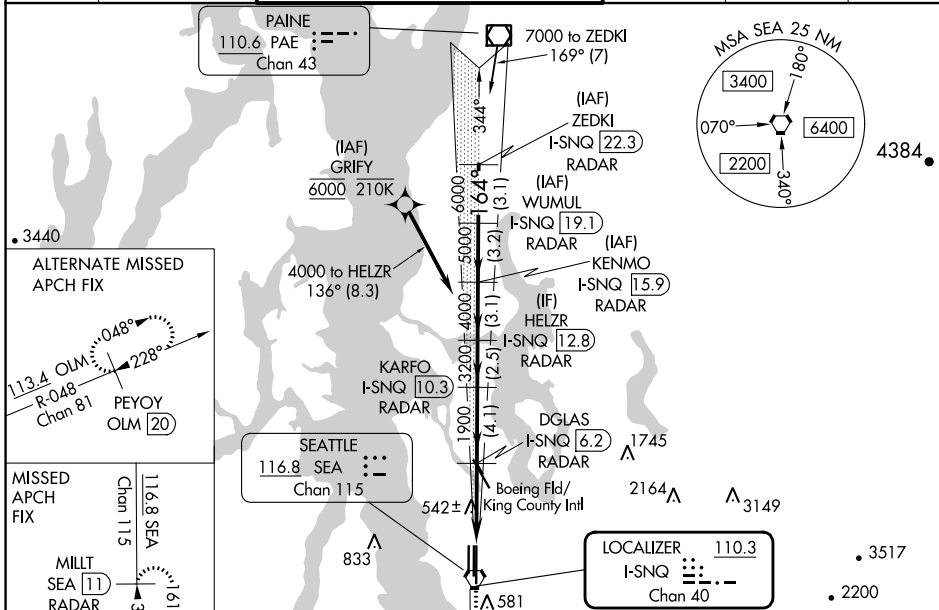
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.

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	WUMUL I-SNQ 19.1 RADAR	KENMO I-SNQ 15.9 RADAR	HELZR I-SNQ 12.8 RADAR	DGLAS I-SNQ 6.2 RADAR	KARFO I-SNQ 10.3 RADAR	7000
1.2 NM	3.3 NM	4.1 NM	2.5 NM	3.1 NM	3.2 NM	3.1 NM	5000	6000	GS 3.00° TCH 56			
CATEGORY	A	B	C	D								
S-ILS 16L	697/20 265 (300-½)	632/18 200 (200-½)										
S-LOC 16L	880/24 448 (500-½)	880/45 448 (500-¾)										
CIRCLING	1000-1 568 (600-1)	1000-1½ 568 (600-2)										

NW-1, 28 NOV 2024 to 26 DEC 2024

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