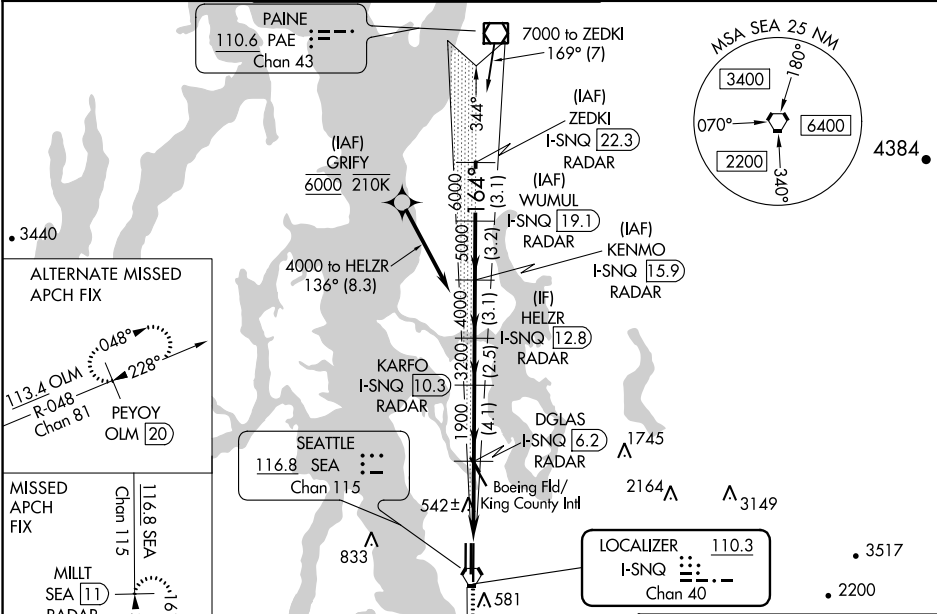


LOC/DME F-SNQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>164°</b>	Rwy Idg <b>11901</b> TDZE <b>432</b> Apt Elev <b>432</b>
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ILS RWY 16L (SA CAT I)  
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. RNP APCH-GPS, from GRIFY.	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 MILT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

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 hld 165°	SEA R-161	TEBNE SEA 2.4 2000	5000 SEA R-161	MILT 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	KARFO I-SNQ 10.3 RADAR	DGLAS I-SNQ 6.2 RADAR	1900	3200	4000	5000	6000	7000
GS 3.00° TCH 56																	
1089° 4.4 NM 4.1 NM 2.5 NM 3.1 NM 3.2 NM 3.1 NM																	
CATEGORY A B C D																	
S-ILS 16L NA RA 248/14 150 DA 582																	
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED																	

