

LOC/DME I-SZ <u>111.7</u> Chn 54	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 432
--	------------------------	---

ILS RWY 16C (SA CAT I)
SEATTLE-TACOMA INTL (SEA)

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

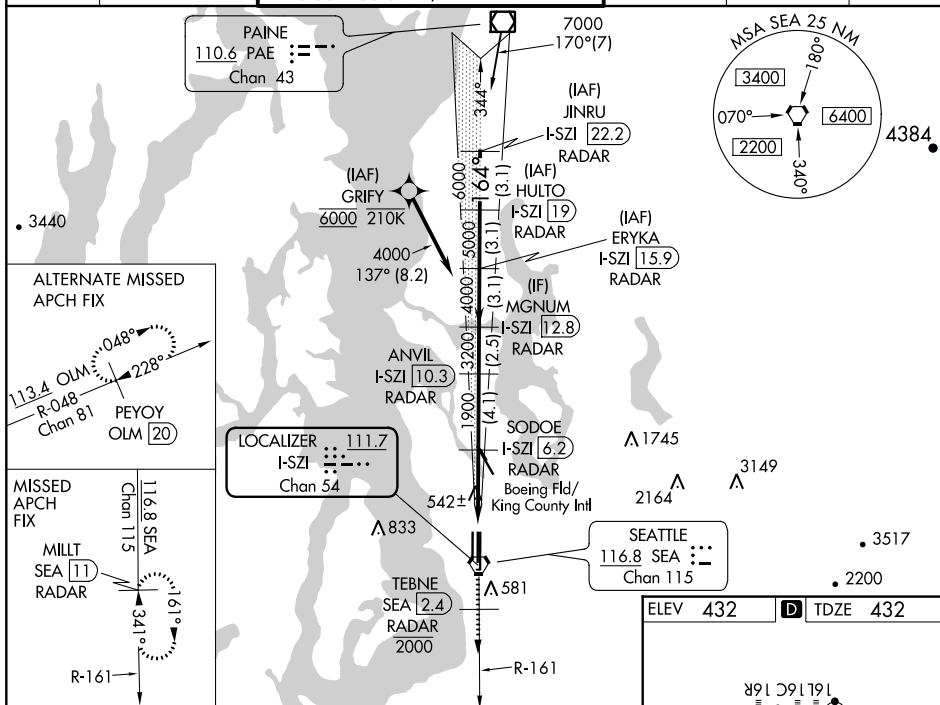
T Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

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 MILTT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
------------------------	---	--	-------------------------	--------------------------	-------



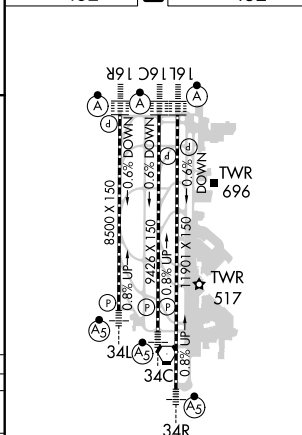
SEA R-161 hdg 160°	TEBNE SEA (24) 2000	5000 ↑ SEA R-161	MILLT SEA (11)	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		JINRU I-SZI (22.2) RADAR
				MGNUM I-SZI (12.8) RADAR	ERYKA I-SZI (15.9) RADAR	HULTO I-SZI (19) RADAR
	SODOE I-SZI (6.2) RADAR	ANVIL I-SZI (10.3) RADAR				

1900 3200 4000 5000 6000 7000

1640

GS 3.00°
TCH 55

ELEV 432	D	TDZE 432
----------	----------	----------



SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R