

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

SEATTLE-TACOMA INTL (SEA)

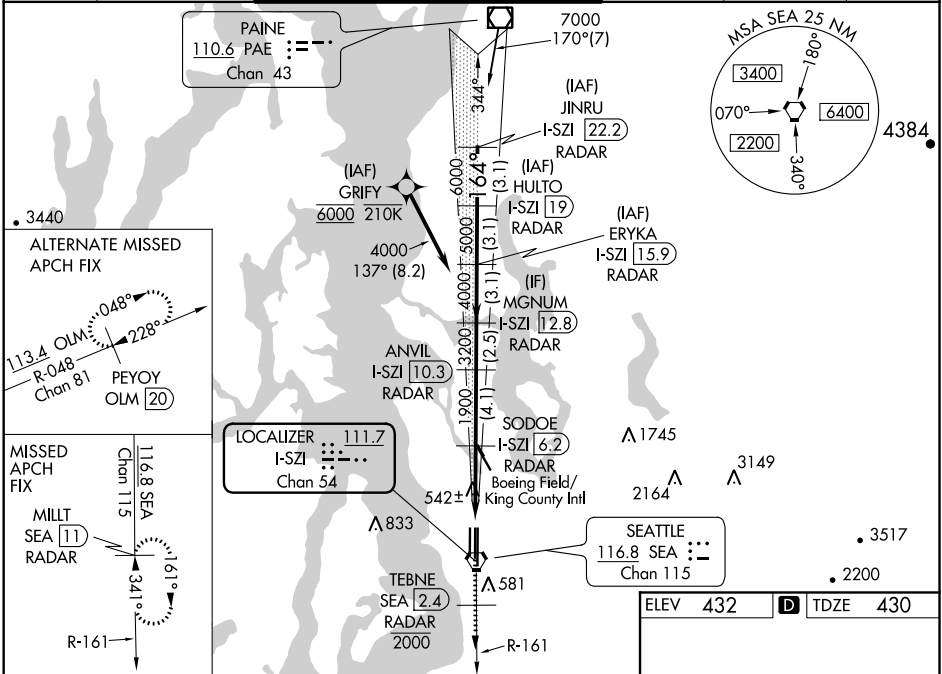
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

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

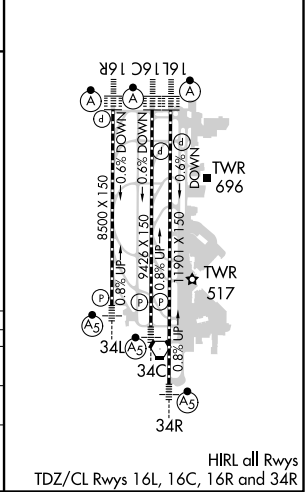
MISSED APPROACH: Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

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	<table border="1"> <tr> <td>1900</td> <td>3200</td> <td>4000</td> <td>5000</td> <td>7000</td> </tr> <tr> <td>1.900</td> <td>3.200</td> <td>4.000</td> <td>5.000</td> <td>6.000</td> </tr> </table>				1900	3200	4000	5000	7000	1.900	3.200	4.000	5.000	6.000
1900	3200	4000	5000	7000										
1.900	3.200	4.000	5.000	6.000										
GS 3.00° TCH 55														
-1.120° - 4.4 NM - 4.1 NM - 2.5 NM - 3.1 NM - 3.1 NM - 3.1 NM														

ELEV 432	TDZE 430
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CATEGORY	A	B	C	D
S-ILS 16C	CAT II RA 126/12 100 DA 530			
S-ILS 16C	CAT III RVR 03			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 25 FEB 2021 to 25 MAR 2021

NW-1, 25 FEB 2021 to 25 MAR 2021