

|               |         |          |       |
|---------------|---------|----------|-------|
| LOC/DME F-SNQ | APP CRS | Rwy Idg  | 11901 |
| 110.3         | 164°    | TDZE     | 432   |
| Chan 40       |         | Apt Elev | 432   |

ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

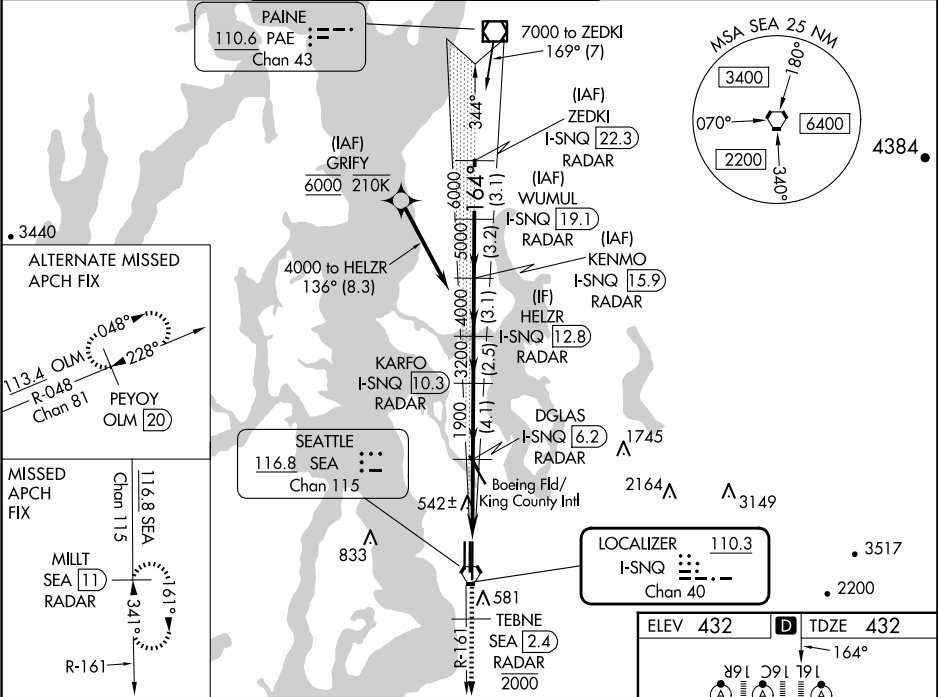
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.

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

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



|                    |                       |                          |                      |                 |                                                                    |                                 |                                 |                                 |                                 |                                |              |      |      |      |      |      |      |
|--------------------|-----------------------|--------------------------|----------------------|-----------------|--------------------------------------------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|--------------------------------|--------------|------|------|------|------|------|------|
| 900<br>hgd<br>165° | SEA<br>R-161          | TEBNE<br>SEA 2.4<br>2000 | 5000<br>SEA<br>R-161 | MILIT<br>SEA 11 | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 76). | ZEDKI<br>I-SNQ<br>22.3<br>RADAR | WUMUL<br>I-SNQ<br>19.1<br>RADAR | HELZR<br>I-SNQ<br>15.9<br>RADAR | KARFO<br>I-SNQ<br>10.3<br>RADAR | DGLAS<br>I-SNQ<br>6.2<br>RADAR | I-SNQ<br>2.9 | 1900 | 3200 | 4000 | 5000 | 6000 | 7000 |
| 1.2 NM             | 3.3 NM                | 4.1 NM                   | 2.5 NM               | 3.1 NM          | 3.2 NM                                                             | 3.1 NM                          |                                 |                                 |                                 |                                |              |      |      |      |      |      |      |
| CATEGORY           | A                     | B                        | C                    | D               |                                                                    |                                 |                                 |                                 |                                 |                                |              |      |      |      |      |      |      |
| S-ILS 16L          | 697/20<br>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 (600-½)      | 1000-2 568 (600-2)   |                 |                                                                    |                                 |                                 |                                 |                                 |                                |              |      |      |      |      |      |      |

