

LOC/DME I-CJL <b>110.75</b> Chan 44 (Y)	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>415</b> <b>433</b>
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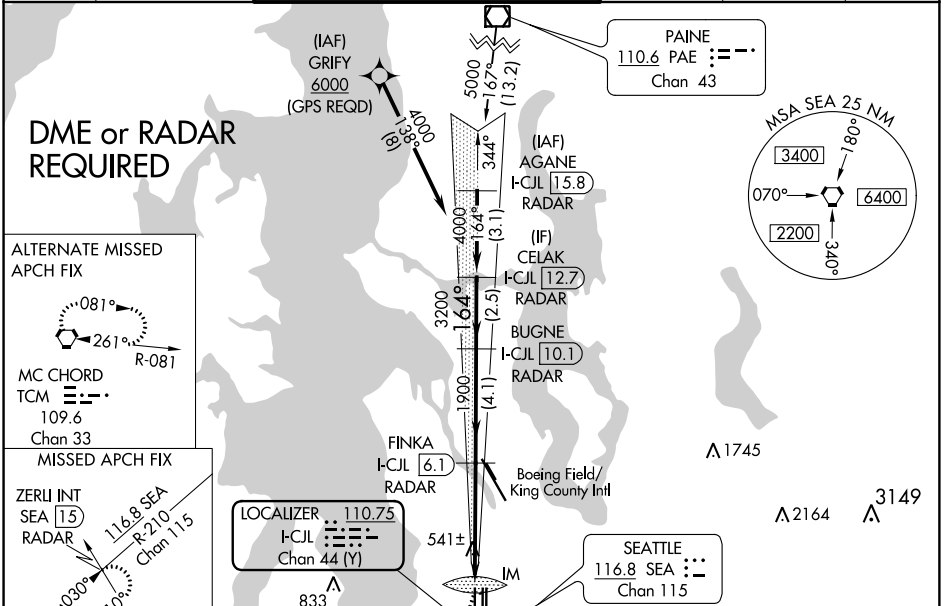
# ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

Simultaneous approach authorized with Rwy 16L and ILS or LOC RWY 16C. DME or RADAR required. Simultaneous operations with Rwy 16C require use of vertical guidance, maintain last assigned altitude until established on glideslope.

MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI INT/SEA 15 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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**DME or RADAR REQUIRED**

ALTERNATE MISSED APCH FIX

MC CHORD TCM Chan 33

MISSED APCH FIX

ZERLI INT SEA 15 RADAR

116.8 SEA R-210 Chan 115

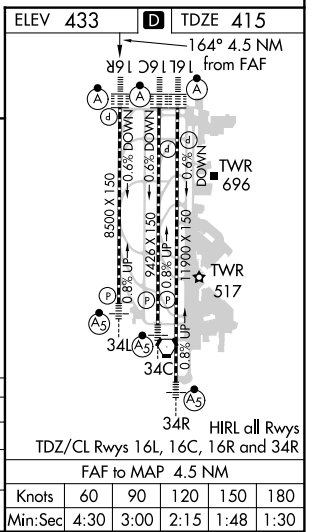
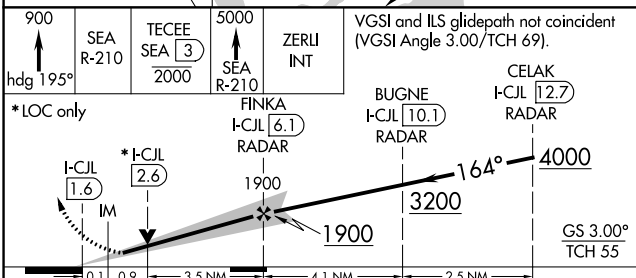
109.6 TCM R-313 Chan 33

081°

261°

R-081

900	SEA R-210	TECEE SEA 3 RADAR	5000	ZERLI INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).
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CATEGORY	A	B	C	D
S-ILS 16R		615/18	200 (200-½)	
S-LOC 16R	800/24	385 (400-½)	800/35	385 (400-¾)
CIRCLING	1000-1	567 (600-1)	1000-1½	1000-2
			567 (600-½)	567 (600-2)

NW-1, 31 JAN 2019 to 28 FEB 2019

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