

LOC/DME I-CJL <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>415</b> <b>432</b>
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ILS RWY 16R (SA CAT I)  
SEATTLE-TACOMA INTL (SEA)

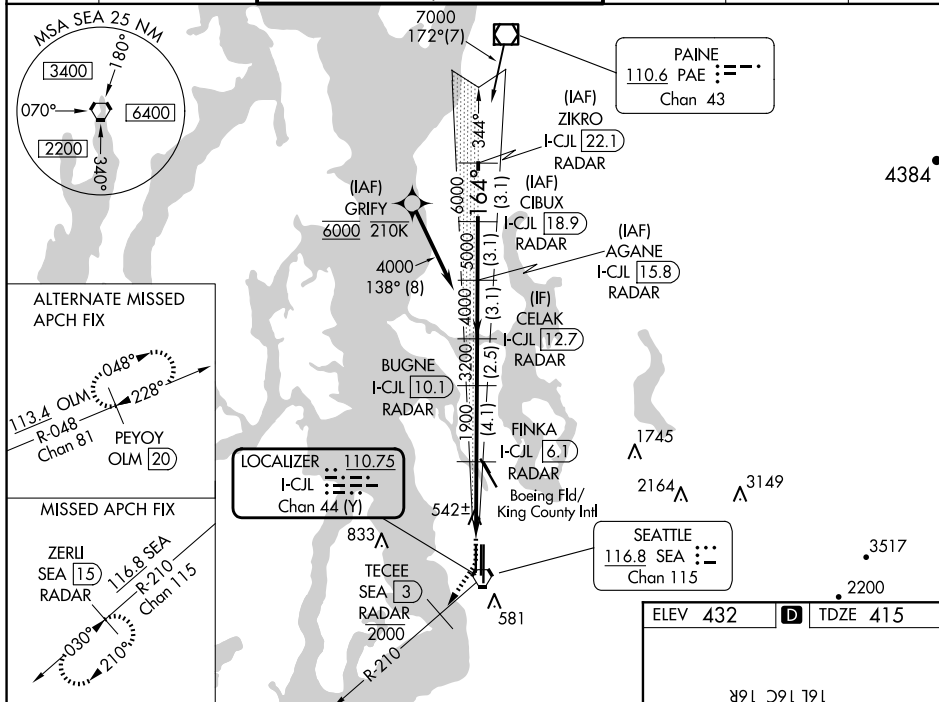
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

**T** Simultaneous approach authorized with Rwy 16L and 16C. 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 to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECCE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLU/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.

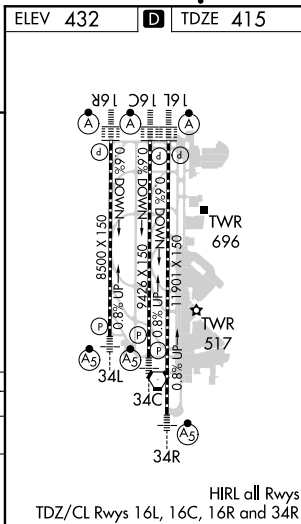
D-ATIS <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	GND CON <b>121.7</b>	CLNC DEL <b>128.0</b>	CPDLC
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900  
↑  
hdg 195°  
SEA R-210  
TECEE SEA 3  
2000  
5000  
↑  
SEA R-210  
ZERLI SEA 15  
VGS1 and ILS glidepath not coincident  
(VGS1 Angle 3.00/TCH 69)  
ZIKRO I-CJL 22.1  
AGANE I-CJL 15.8  
CELAK I-CJL 12.7  
BUGNE I-CJL 10.1  
FINKA I-CJL 6.1  
RADAR  
RADAR  
RADAR  
RADAR  
RADAR  
RADAR  
164°  
7000  
GS 3.00°  
TCH 55  
4.5 NM  
4.1 NM  
2.5 NM  
3.1 NM  
3.1 NM  
3.1 NM  
1900  
3200  
4000  
5000  
6000

CATEGORY	A	B	C	D
S-ILS 16R	RA 176/14 150 DA 565			

SA CAT I ILS-SPECIAL AIRCREW &  
AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 16R (SA CAT I)