

LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
---	------------------------	-----------------------------	---

ILS RWY 16R (SA CAT I)

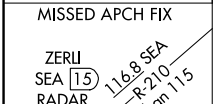
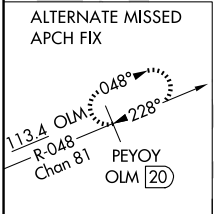
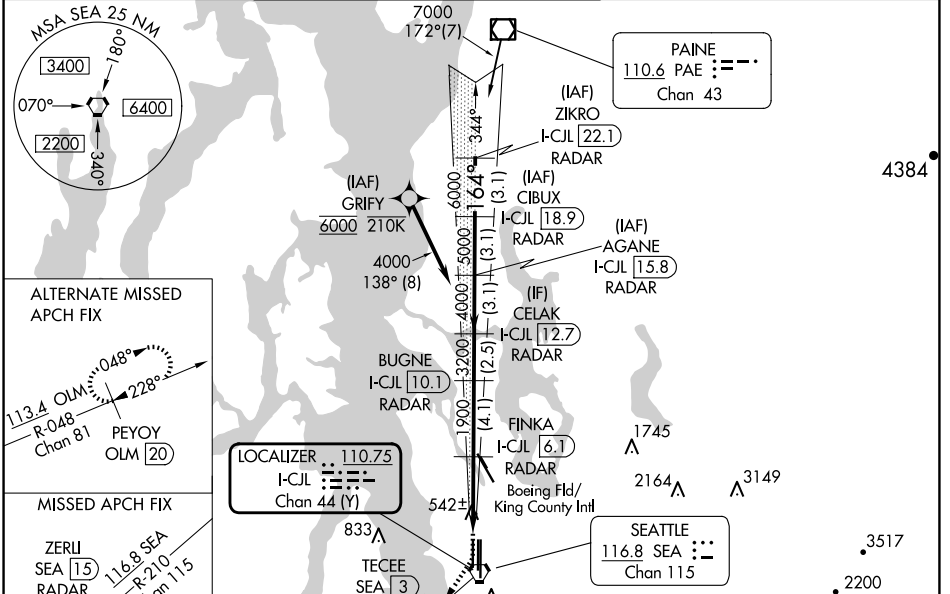
SEATTLE-TACOMA INTL (SEA)

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

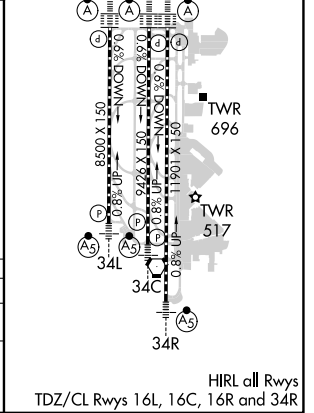
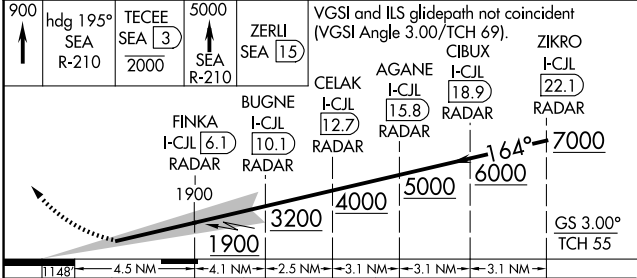
Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2
MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 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
------------------------	---	--	-------------------------	--------------------------	-------



ELEV 432	TDZE 415
----------	----------



900	TECEE SEA 3	5000	ZERLI SEA 15	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).
hdg 195° SEA R-210	2000	SEA R-210	SEA 15	
FINKA I-CJL 6.1	BUGNE I-CJL 10.1	CELAK I-CJL 12.7	I-CJL 15.8	ZIKRO I-CJL 22.1
1900	3200	4000	5000	6000
1148	4.5 NM	4.1 NM	2.5 NM	3.1 NM
1148	A	B	C	D
S-ILS 16R	RA 176/14 150 DA 565			

SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 17 APR 2025 to 15 MAY 2025

NW-1, 17 APR 2025 to 15 MAY 2025