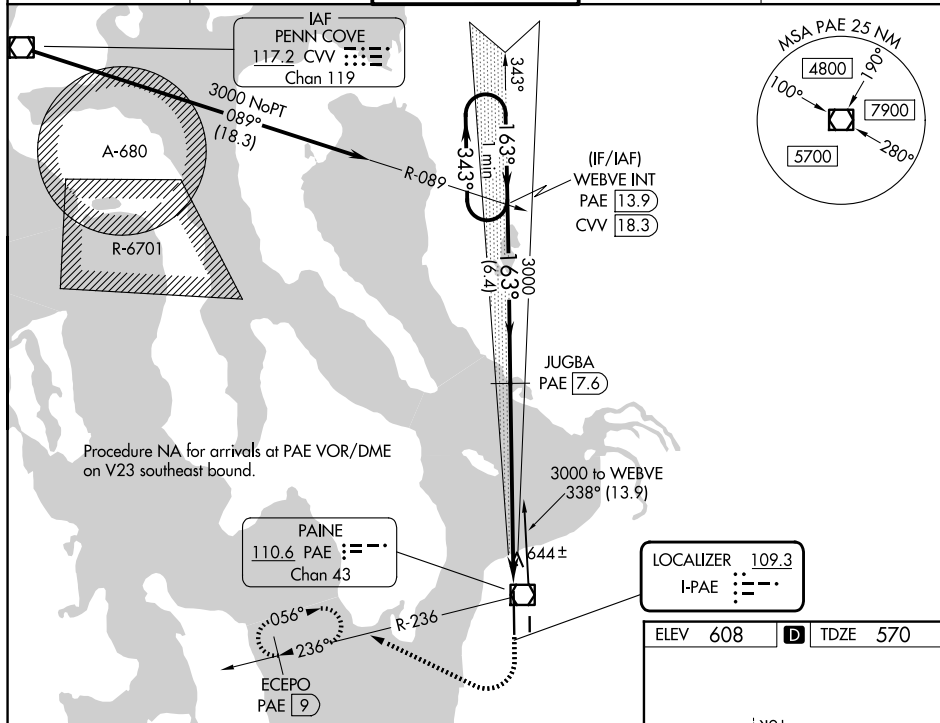


ILS Z RWY 16R (SA CAT II)
SEATTLE PAINE FLD INTL (PAE)

- | | | | |
|---|--|---|---|
| <div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;">▼</div> <div>▲</div> </div> | <p>DME required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME from PAE VOR/DME. Simultaneous reception of h-PAE and PAE DME required. Procedure NA when control tower closed.</p> | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">MALSR</div>  </div> | <p>MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.</p> |
|---|--|---|---|

ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINÉ TOWER* 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	UNICOM 122.95
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VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 74).

One Minute Holding Pattern

WEBVE INT PAE 13.9

JUGBA PAE 7.6

3000 ← 343°
163° →

GS 3.00°
TCH 57

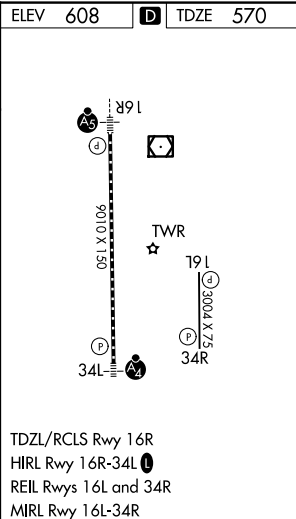
6.4 NM

7.5 NM

9.54

CATEGORY	A	B	C	D
S-ILS 16R	RA 116/12 100 DA 670			

SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NW-1, 27 NOV 2025 to 25 DEC 2025

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