

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

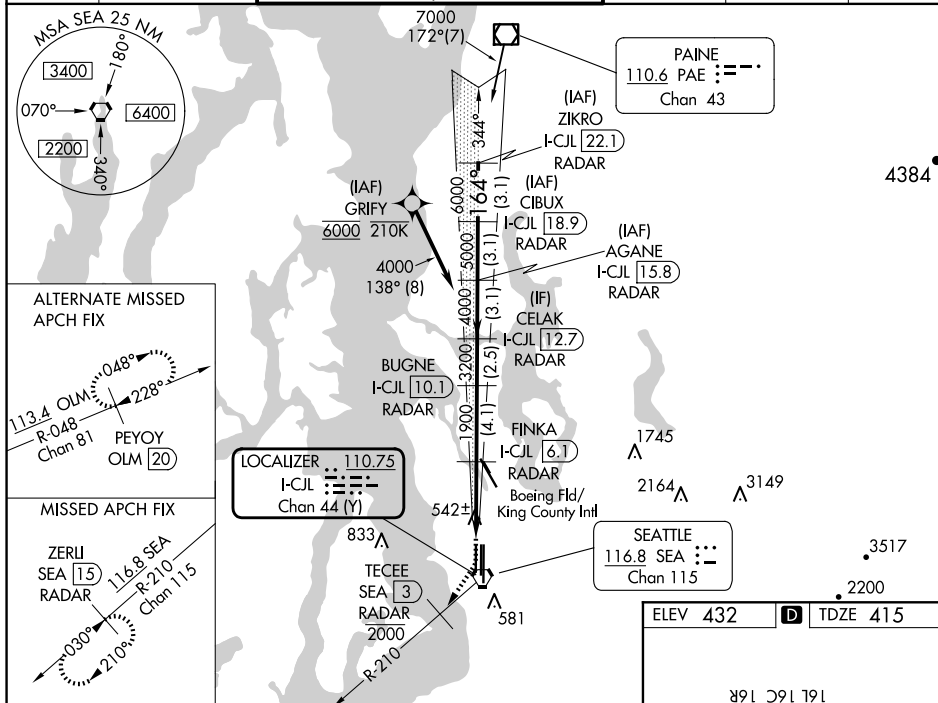
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

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 TEECE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERU/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
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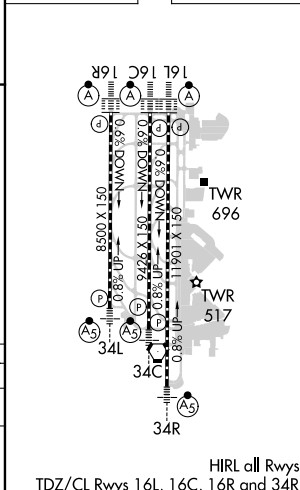


900 ↑ hdg 195° SEA R-210	TECEE SEA 2000	5000 ↑ SEA R-210	ZERLI SEA 15	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).					
				CELAK I-CJL 12.7 RADAR	AGANE I-CJL 15.8 RADAR	CIBUX I-CJL 18.9 RADAR	ZIKRO I-CJL 22.1 RADAR		
FINKA I-CJL 6.1 RADAR 1900				BUGNE I-CJL 10.1 RADAR 3200		7000 GS 3.00° TCH 55			
11.48				4.5 NM		4.1 NM		2.5 NM	
				3.1 NM		3.1 NM		3.1 NM	

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

SA CAT I ILS-SPECIAL AIRCREW &
AIRCRAFT CERTIFICATION REQUIRED

ELEV 432	D	TDZE 415
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ILS RWY 16R (SA CAT I)