

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 (CAT II & III)
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. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TEEC/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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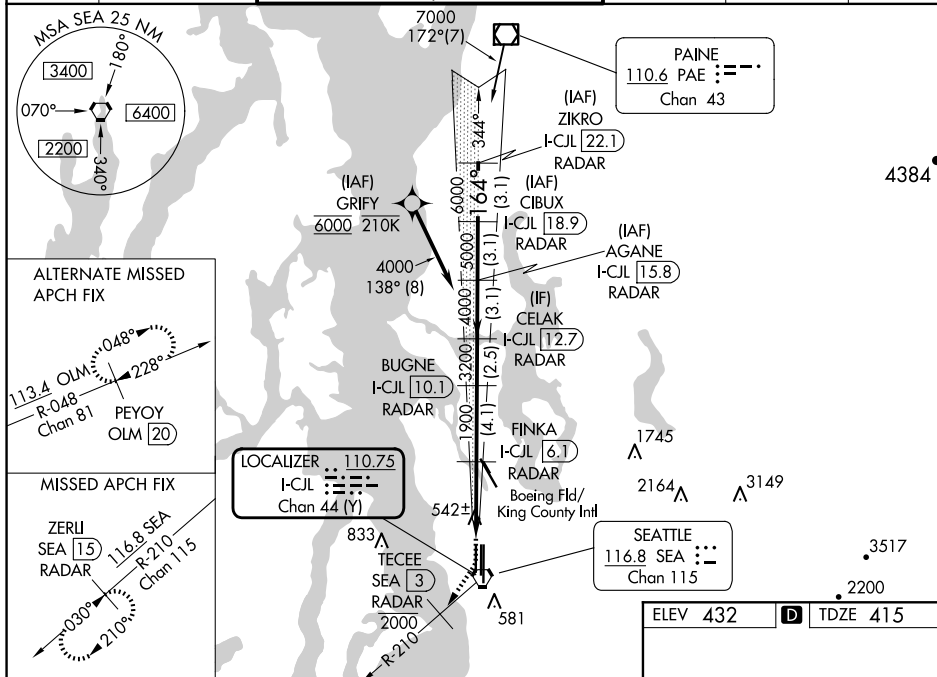


Diagram illustrating the S-ILS 16R approach procedure, showing the 3D profile and 2D plan view. The diagram includes the following information:

- Approach Path:** A 3D perspective view showing the aircraft's path from 7000 feet down to the runway.
- 2D Plan View:** A top-down view of the approach path showing waypoints and altitudes.
- 3D Profile View:** A side view of the approach path showing the vertical profile.
- Waypoints and Altitudes:** 7000, 6000, 5000, 4000, 3200, 1900, 1640, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100.
- Altitude Restrictions:** 1640, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100.
- Distance Restrictions:** 4.5 NM, 4.1 NM, 2.5 NM, 3.1 NM, 3.1 NM, 3.1 NM.
- Category:** CAT II.
- Frequency:** RA 139/12 100 DA 515.
- RVR:** RVR 03.

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

