

LOC/DME I-CJL 110.75 Chan 44(Y)	APP CRS 164°	Rwy Ldg TDZE 8500 415	Apt Elev 432
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ILS RWY 16R (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

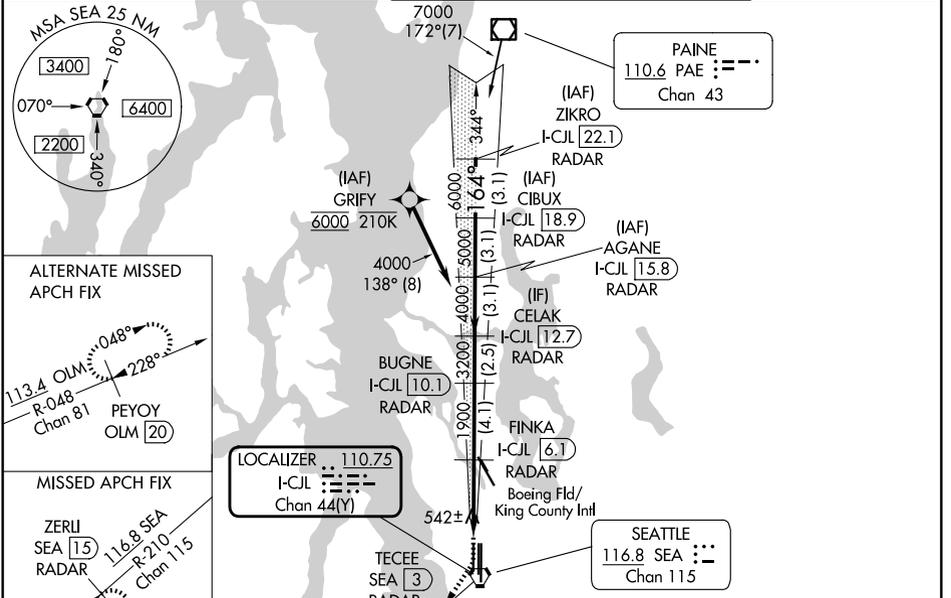
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

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 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 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
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ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81

048°

228°

PEYOY OLM 20

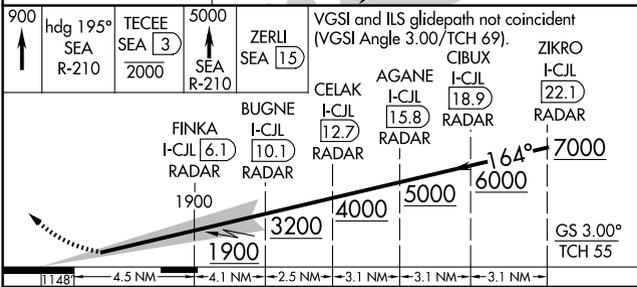
MISSED APCH FIX

ZERLI SEA 15 RADAR

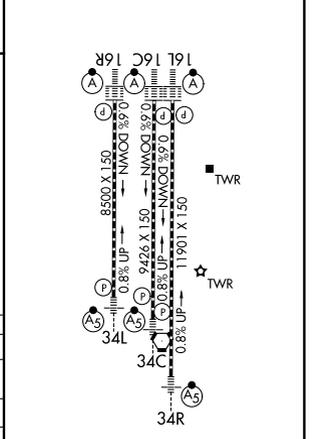
116.8 SEA R-210 Chan 115

030°

210°



ELEV 432	D	TDZE 415
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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 139/12 100 DA 515			
S-ILS 16R	CAT III RVR 03			

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

HIRL all rwy's
TDZL/RCLS Rwy's 16L, 16C, 16R and 34R

NW-1, 19 MAR 2026 to 16 APR 2026