

LOC/DME I-CJL <b>110.75</b> Chan 44 (Y)	APP CRS <b>164°</b>	Rwy Idg TDZE <b>8500</b> <b>415</b>	Apt Elev <b>432</b>
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# ILS RWY 16R (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

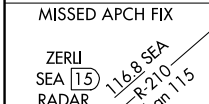
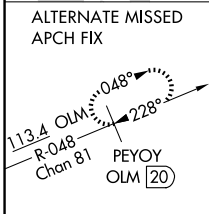
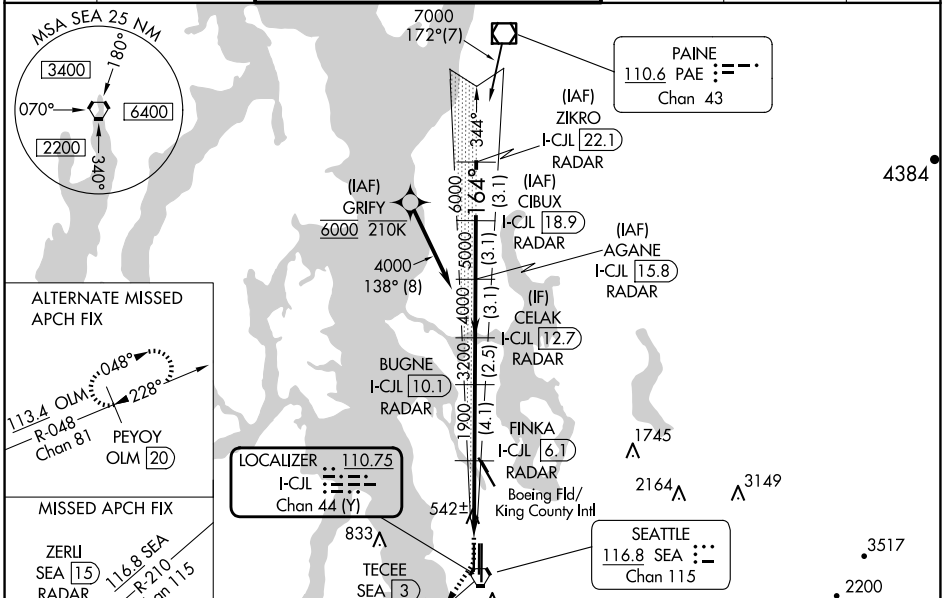
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

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.

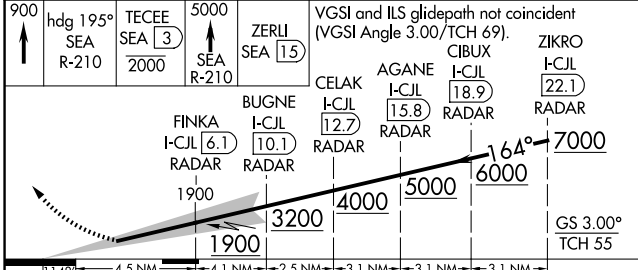


MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	GND CON <b>121.7</b>	CLNC DEL <b>128.0</b>	CPDLC
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900 hdg 195° SEA R-210	TECEE SEA (3) 2000	5000 SEA R-210	ZERLI SEA (15)	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).
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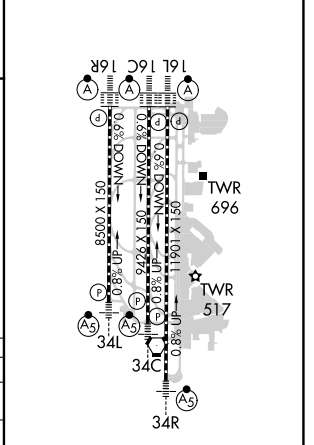


1148	4.5 NM	4.1 NM	2.5 NM	3.1 NM	3.1 NM
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CATEGORY	A	B	C	D
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S-ILS 16R	RA 176/14 150 DA 565			
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ELEV 432	TDZE 415
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## SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 23 JAN 2025 to 20 FEB 2025

NW-1, 23 JAN 2025 to 20 FEB 2025