

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 (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

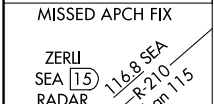
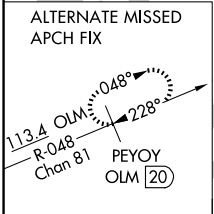
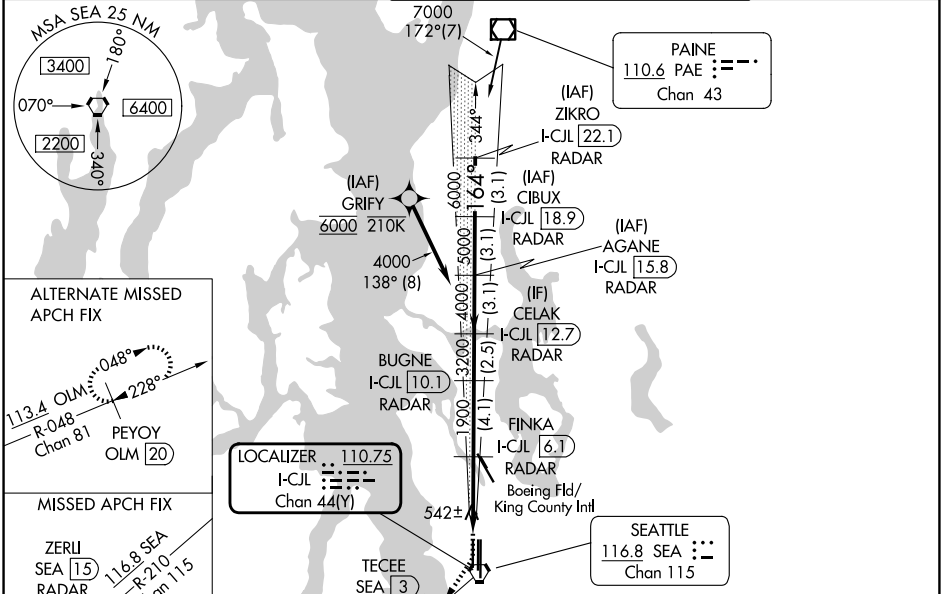
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

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.

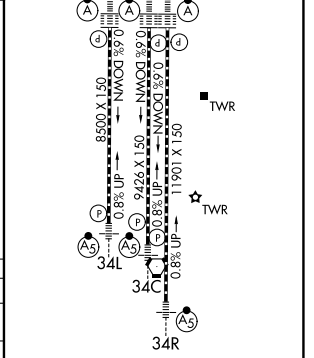
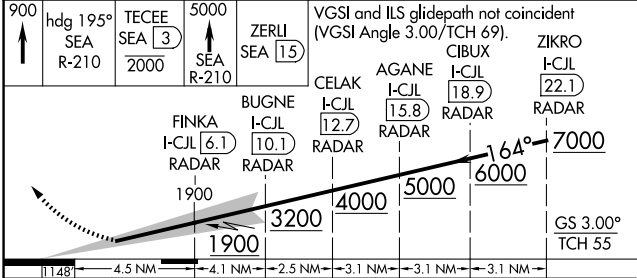
ALSF-2

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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ELEV 432	D	TDZE 415
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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).	AGANE I-CJL 15.8 RADAR	CIBUX I-CJL 18.9 RADAR	ZIKRO I-CJL 22.1 RADAR
	FINKA I-CJL 6.1 RADAR	BUGNE I-CJL 10.1 RADAR	CELAK I-CJL 12.7 RADAR					
1148	4.5 NM	4.1 NM	2.5 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

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

NW-1, 16 APR 2026 to 14 MAY 2026

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