

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

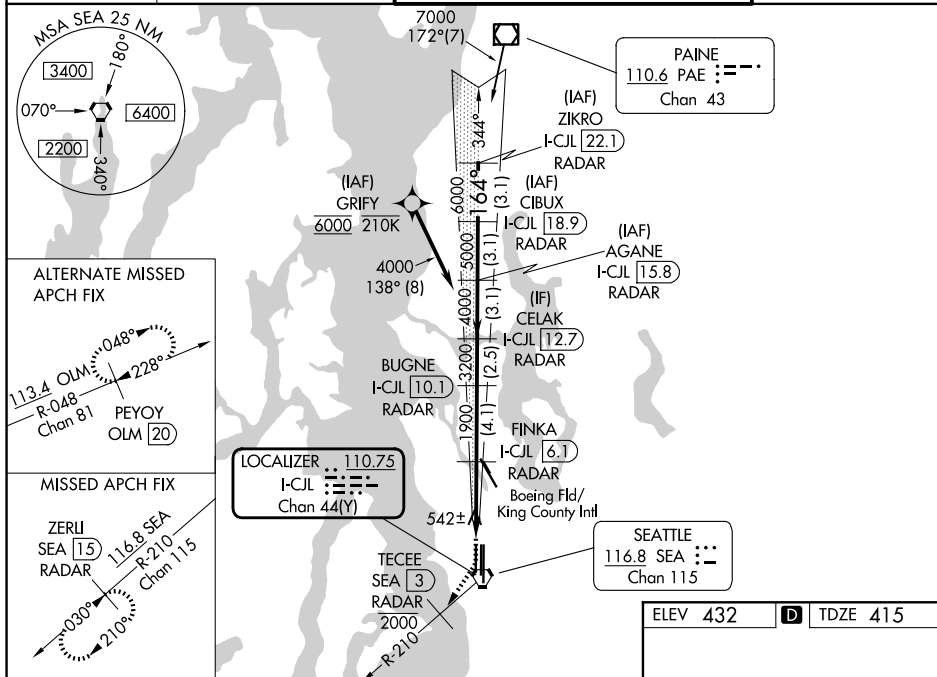
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glide slope. 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 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
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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).				CIBUX	ZIKRO
				CELAK	AGANE	I-CIL	I-CIL	I-CIL	
				I-CIL	I-CIL	15.8	18.9	22.1	
				RADAR	RADAR	RADAR	RADAR	RADAR	
	FINKA I-CIL 6.1 RADAR	BUGNE I-CIL 10.1 RADAR							
	1900	3200	4000	5000	6000	164°	7000		
	1900							GS 3.00° TCH 55	
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									

