

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 (SA CAT I)
SEATTLE-TACOMA INTL (SEA)

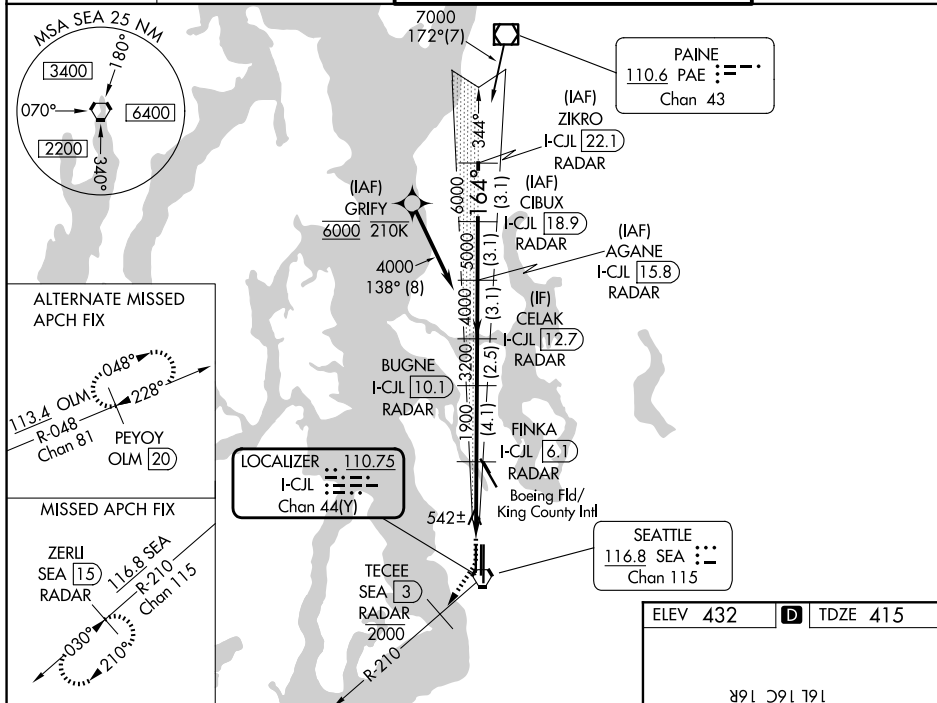
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 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 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
2000

5000
↑
SEA
R-210

ZERLI
SEA
15

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 69).

CELAK
I-CJIL
12.7
RADAR

AGANE
I-CJIL
15.8
RADAR

I-CJIL
18.9
RADAR

ZIKRO
I-CJIL
22.1
RADAR

FINKA
I-CJIL
6.1
RADAR

BUGNE
I-CJIL
10.1
RADAR

1900
3200
4000
5000
6000
7000

164°

GS 3.00°
TCH 55

1.48
4.5 NM
4.1 NM
2.5 NM
3.1 NM
3.1 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

