

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

SEATTLE-TACOMA INTL (SEA)

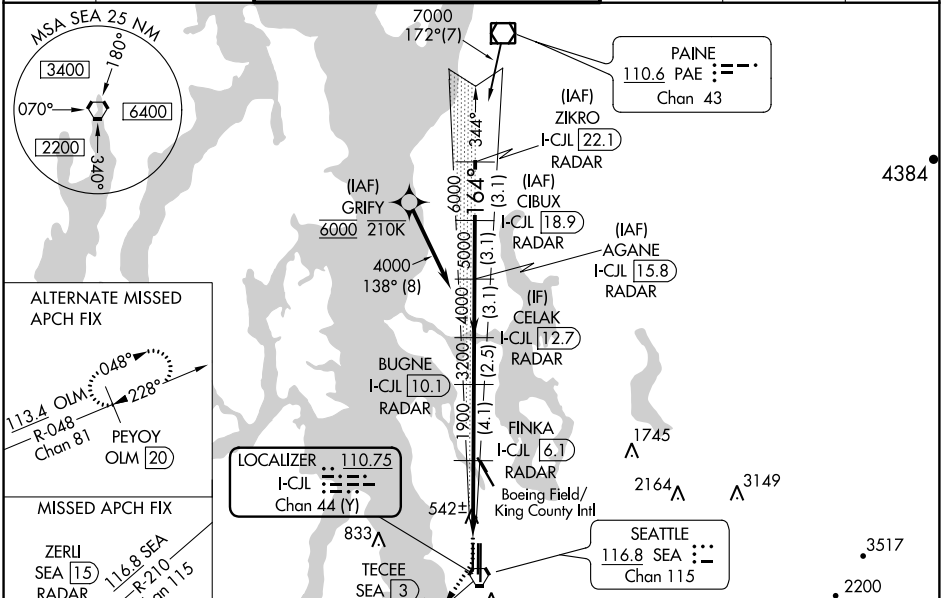
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

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.

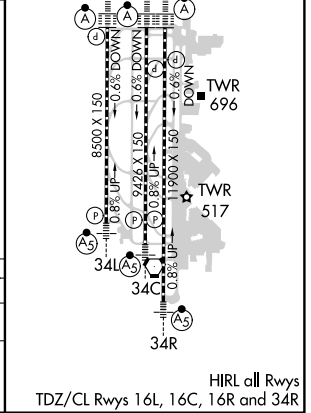
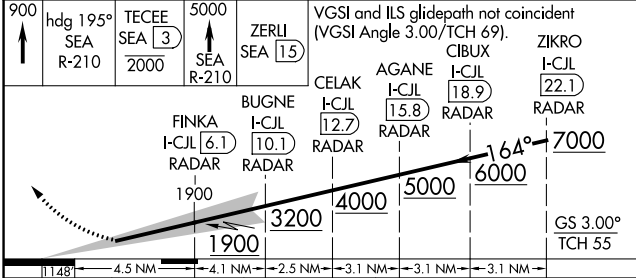
ALSF-2

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 <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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ELEV 432	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).
FINKA I-CJL 6.1 RADAR		BUGNE I-CJL 10.1 RADAR	CELAK I-CJL 12.7 RADAR	AGANE I-CJL 15.8 RADAR	ZIKRO I-CJL 22.1 RADAR
1900		3200	4000	5000	6000
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**

NW-1, 10 OCT 2019 to 07 NOV 2019

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