

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

SEATTLE-TACOMA INTL (SEA)

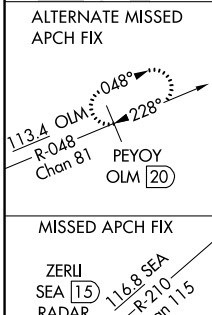
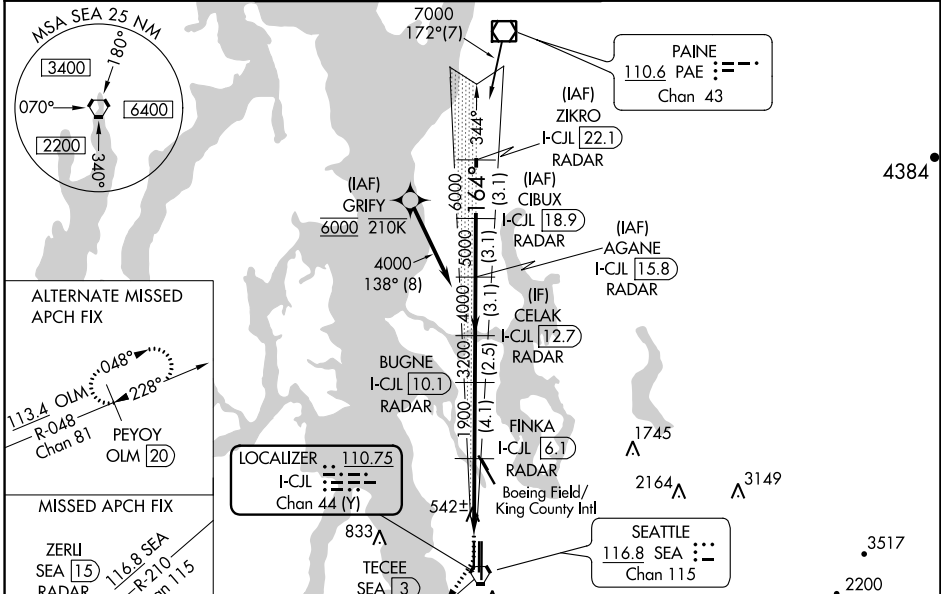
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

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.

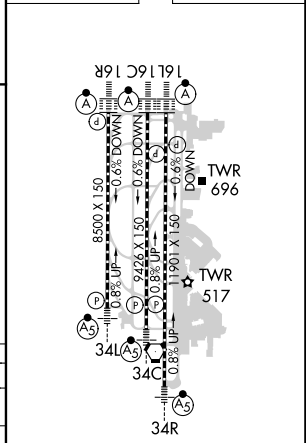
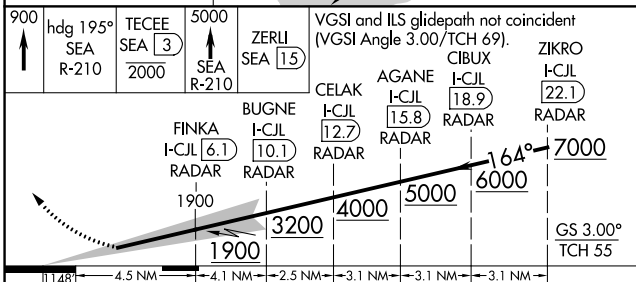
ALSF-2

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 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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ELEV 432	TDZE 415
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900	TECEE SEA 3 2000	ZERLI SEA 15 5000	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).				
hdg 195° SEA R-210			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

1148	4.5 NM	4.1 NM	2.5 NM	3.1 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

SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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