

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 (CAT II & III)
SEATTLE-TACOMA INTL (SEA)

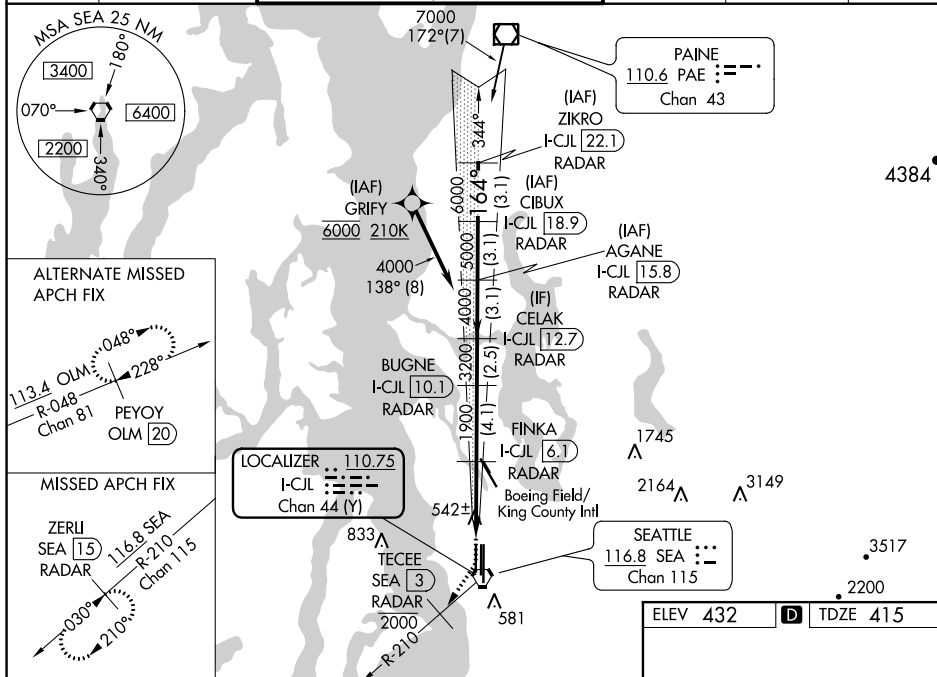
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 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 TCEE/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 (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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900
↑
hdg 15°
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)

CELAK
I-CJL 12.7
RADAR

AGANE
I-CJL 15.8
RADAR

I-CJL 18.9
RADAR

ZIKRO
I-CJL 22.1
RADAR

FINKA
I-CJL 6.1
RADAR

BUGNE
I-CJL 10.1
RADAR

164°

7000

1900

3200

4000

5000

6000

GS 3.00°
TCH 55

11.48

4.5 NM

4.1 NM

2.5 NM

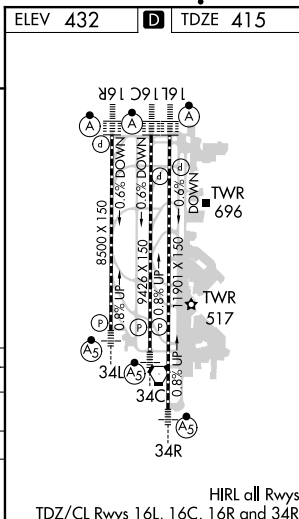
3.1 NM

3.1 NM

3.1 NM

CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 139/12 100 DA 515			
S-ILS 16R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 16R (CAT II & III)