

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)

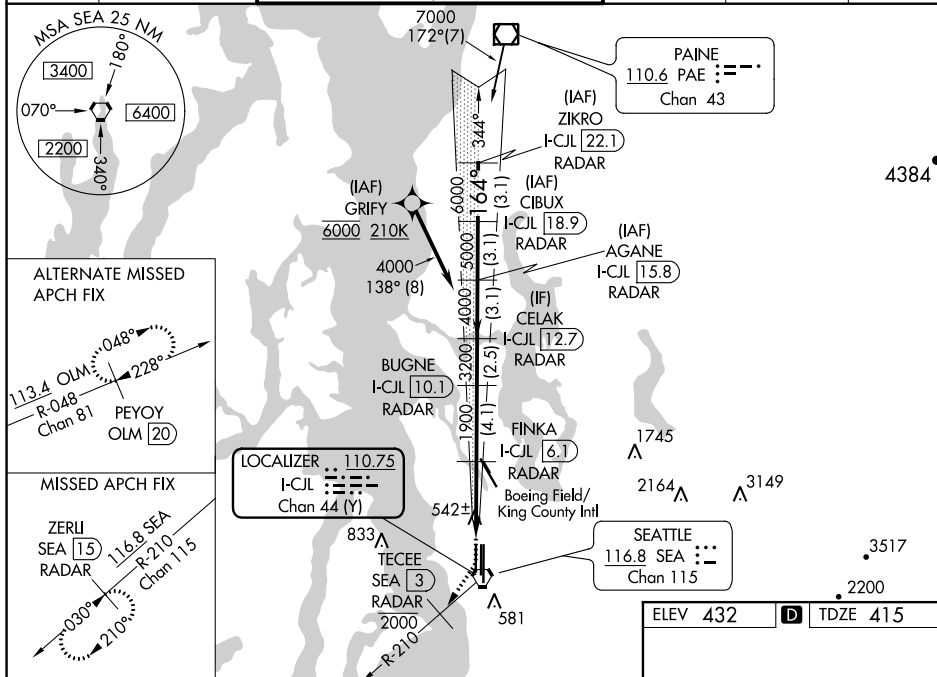
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

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 195° SEA R-210	TECEE SEA 3 2000	5000 ↑ SEA R-210	ZERLI SEA 15	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 69).				
				CELAK I-CJL 12.7 RADAR	AGANE I-CJL 15.8 RADAR	I-CJL 18.9 RADAR	CIBUX I-CJL 22.1 RADAR	ZIKRO I-CJL 22.1 RADAR
FINKA I-CJL 6.1 RADAR				BUGNE I-CJL 10.1 RADAR				
1900				3200	4000	5000	6000	7000
1900				164° →				
1148'				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								

