ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-CJL	APP CRS	Rwy Idg	8500
110.75	164°	TDZE	415
Chan 44 (Y)		Apt Elev	433

T Simultaneous approach authorized with Rwy 16L and ILS or LOC RWY 16C. DME or RADAR required. Simultaneous operations with Rwy 16C require use of vertical guidance, maintain last assigned altitude until established on glideslope.

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 INT/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

DME or RADAR REQUIRED

(IAF) GRIFY 6000 (GPS REQD)

PAINE 110.6 PAE Chan 43

MSA SEA 25 NM: 3400 (180°–340°), 6400 (340°–070°), 2200 (070°–180°)

(IAF) AGANE I-CJL 15.8 RADAR

(IF) CELAK I-CJL 12.7 RADAR

BUGNE I-CJL 10.1 RADAR

FINKA I-CJL 6.1 RADAR

LOCALIZER 110.75 I-CJL Chan 44 (Y)

SEATTLE 116.8 SEA Chan 115

Boeing Field/ King County Intl

1745 3149 2164 541± 833 577

ALTERNATE MISSED APCH FIX: 081°–261° R-081; MC CHORD TCM 109.6 Chan 33

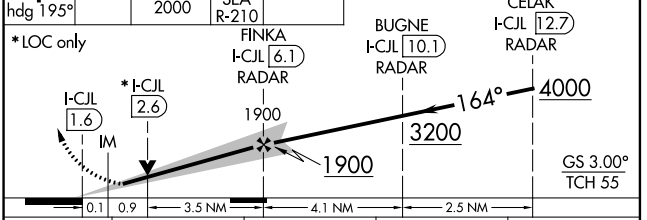
MISSED APCH FIX: ZERLI INT SEA 15 RADAR; 116.8 SEA R-210 Chan 115; 030°–210°; 109.6 TCM R-313 Chan 33

TECEE SEA 3 RADAR 2000; R-210

IM

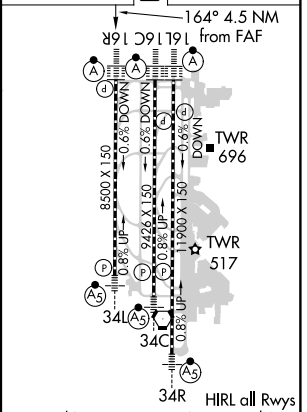
900 hdg 195°	SEA R-210	TECEE SEA 3 2000	5000 SEA R-210	ZERLI INT

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



CATEGORY	A	B	C	D
S-ILS 16R	615/18 200 (200-½)			
S-LOC 16R	800/24 385 (400-½)		800/35 385 (400-⅝)	
C CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

ELEV 433 D TDZE 415



HIRL all Rwys

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

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NW-1, 03 JAN 2019 to 31 JAN 2019
NW-1, 03 JAN 2019 to 31 JAN 2019