


LOC I-PAE <b>109.3</b>	APP CRS <b>163°</b>	Rwy Idg <b>9010</b>
		TDZE <b>570</b>
		Apt Elev <b>608</b>

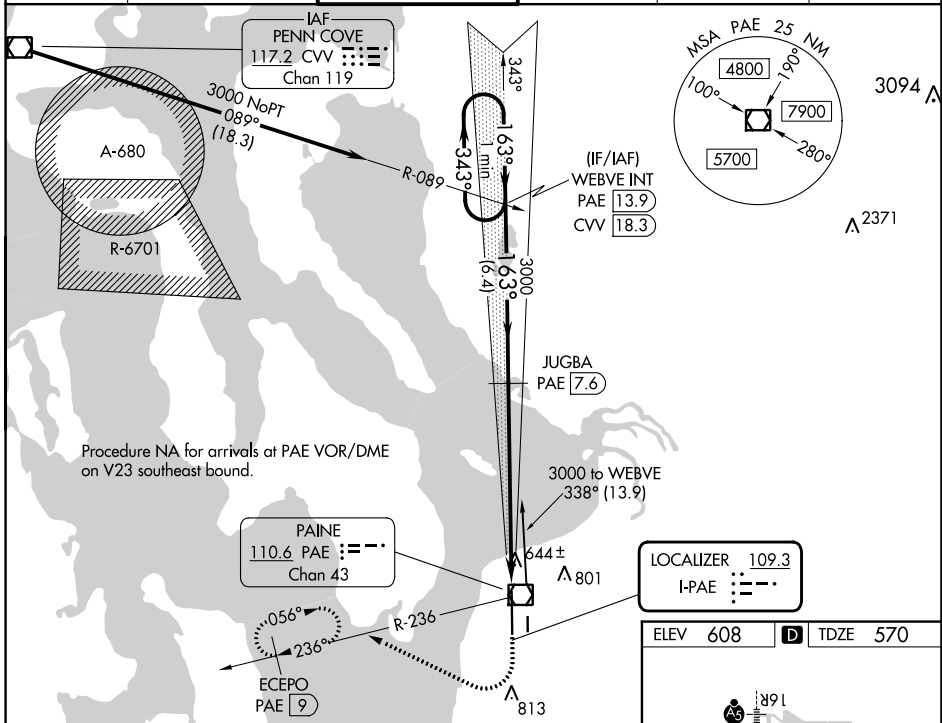
# ILS Z RWY 16R (SA CAT II)

SEATTLE PAINE FLD INTL (PAE)

**▼** DME required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.  
**▲** DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required. Procedure NA when control tower closed.

**MALSR**  MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.

ATIS <b>128.65</b>	SEATTLE APP CON <b>128.5 306.9</b>	PAINE TOWER ★ <b>132.95 (CTAF) 0 256.7</b>	GND CON <b>121.8 339.8</b>	CLNC DEL <b>127.175</b>	UNICOM <b>122.95</b>
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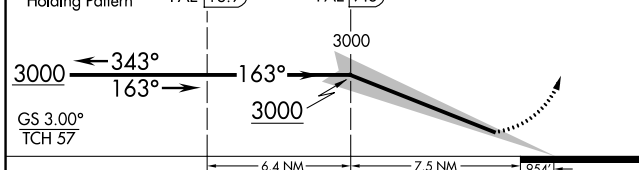
Procedure NA for arrivals at PAE VOR/DME on V23 southeast bound.

NW-1, 18 APR 2024 to 16 MAY 2024

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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

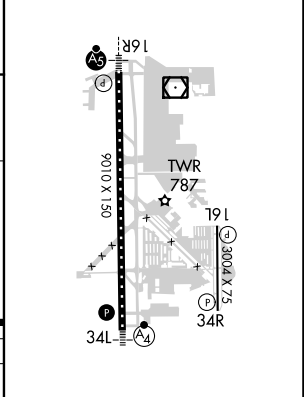
One Minute Holding Pattern	WEBVE INT PAE <b>13.9</b>	JUGBA PAE <b>7.6</b>	1100	3000	PAE R-236	ECEPO PAE <b>9</b>
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CATEGORY	A	B	C	D
S-ILS 16R	RA 116/12 100 DA 670			

## SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 608	<b>D</b> TDZE 570
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TDZ/CL Rwy 16R  
 HIRL Rwy 16R-34L  
 REIL Rws 16L and 34R  
 MRL Rws 11-29 and 16L-34R