ILS RWY 16C (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SZI	APP CRS	Rwy Ldg	9426
111.7	164°	TDZE	430
Chan 54		Apt Elev	432

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

T Simultaneous approach authorized with Rwy 16R. 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 on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

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

PAINE 110.6 PAE Chan 43

7000 170°(7)

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

(IAF) JINRU I-SZI 22.2 RADAR

(IAF) GRIFY 6000 210K

(IAF) HULTO I-SZI 19 RADAR

(IAF) ERYKA I-SZI 15.9 RADAR

4000 137° (8.2)

(IF) MGNUM I-SZI 12.8 RADAR

ANVIL I-SZI 10.3 RADAR

SODOE I-SZI 6.2 RADAR

344° 164° 6000 5000 4000 3200 1900 (3.1) (3.1) (3.1) (2.5) (4.1)

542±

Boeing Fld/ King County Intl

LOCALIZER 111.7 I-SZI Chan 54

SEATTLE 116.8 SEA Chan 115

TEBNE SEA 2.4 RADAR 2000

R-161

ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81 048° 228°

PEYOY OLM 20

MISSED APCH FIX

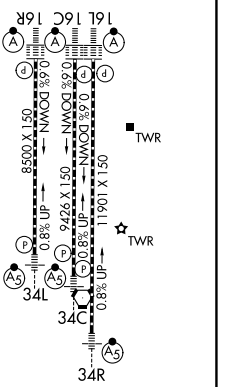
MILLT SEA 11 RADAR

116.8 SEA Chan 115

161° 341°

R-161

ELEV 432 D TDZE 432



HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R

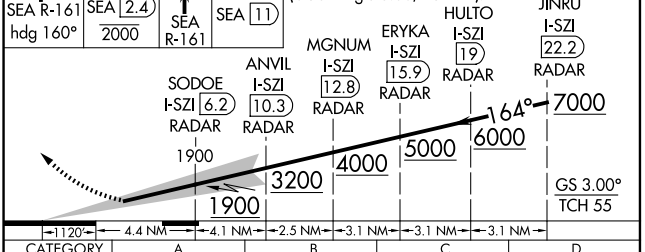
SEA R-161 hdg 160°

TEBNE SEA 2.4 2000

5000 SEA R-161

MILLT SEA 11

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 16C	RA 292/14 150 DA 580			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 03 SEP 2026 to 01 OCT 2026
NW-1, 03 SEP 2026 to 01 OCT 2026