ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SZI	APP CRS		16C	16L
111.7	164°	Rwy Ldg	9426	11901
Chan 54		TDZE	430	432
		Apt Elev	432	432

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

T Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

ALSF-2 Rwy 16C/L

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

Boeing Fld/ King County Intl

542±

LOCALIZER 111.7 I-SZI Chan 54

SEATTLE 116.8 SEA Chan 115

TEBNE SEA 2.4 RADAR 2000

R-161

344° 164° (3.1) (3.1) (3.1) (2.5) (4.1)

6000 5000 4000 3200 1900

ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81 PEYOY OLM 20

048° 228°

MISSED APCH FIX

MILLT SEA 11 RADAR

116.8 SEA Chan 115

161° 341°

R-161

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).

*LOC only

I-SZI 1.7 * I-SZI 2.7

SODOE I-SZI 6.2 RADAR

ANVIL I-SZI 10.3 RADAR

MGNUM I-SZI 12.8 RADAR

ERYKA I-SZI 15.9 RADAR

HULTO I-SZI 19 RADAR

JINRU I-SZI 22.2 RADAR

1900 3200 4000 5000 6000 7000

164°

GS 3.0° TCH 55

0.9 3.5 NM 4.1 NM 2.5 NM 3.1 NM 3.1 NM 3.1 NM

ELEV 432 D TDZE 16C 430 TDZE 16L 432

16L 16C 16R 164°

8500 X 150 0.8% DOWN 9426 X 150 0.8% UP 0.8% DOWN 11901 X 150 0.8% UP

TWR TWR

34L 34C 34R

HIRL all rwys

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

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 16C	630/18 200 (200-½)			
S-LOC 16C	800/24 370 (400-½)		800/35 370 (400-⅝)	
SIDESTEP 16L	800/55 368 (400-1)			800-1½ 368 (400-1½)
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

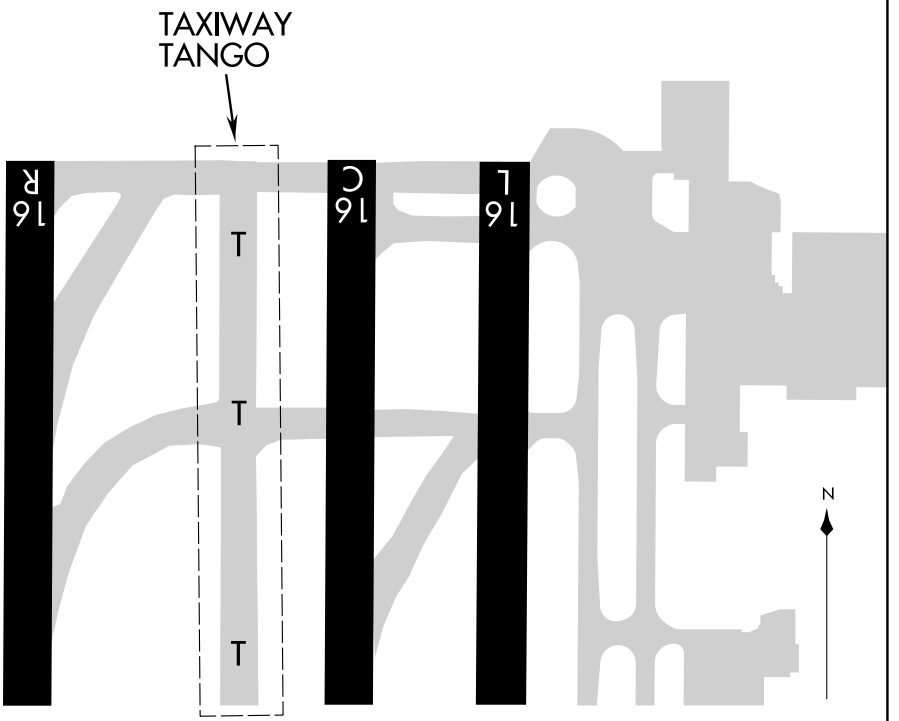
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



NW-1, 29 OCT 2026 to 26 NOV 2026