ILS RWY 16L (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SNQ	APP CRS	Rwy Ldg	11901
110.3	164°	TDZE	432
Chan 40		Apt Elev	432

DME or RADAR required. RNP APCH-GPS, from GRIFY.

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 900 on heading 165° then on 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 to ZEDKI 169° (7)

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

(IAF) ZEDKI I-SNQ 22.3 RADAR

(IAF) GRIFY 6000 210K

(IAF) WUMUL I-SNQ 19.1 RADAR

(IAF) KENMO I-SNQ 15.9 RADAR

4000 to HELZR 136° (8.3)

(IF) HELZR I-SNQ 12.8 RADAR

KARFO I-SNQ 10.3 RADAR

DGLAS I-SNQ 6.2 RADAR

SEATTLE 116.8 SEA Chan 115

Boeing Fld/ King County Intl 542±

LOCALIZER 110.3 I-SNQ Chan 40

696

TEBNE SEA 2.4 RADAR 2000

R-161

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

900 hdg 165°	SEA R-161	TEBNE SEA 2.4 2000	5000 SEA R-161	MILLT SEA 11

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

DGLAS I-SNQ 6.2 RADAR 1900

KARFO I-SNQ 10.3 RADAR 3200

HELZR I-SNQ 12.8 RADAR 4000

KENMO I-SNQ 15.9 RADAR 5000

WUMUL I-SNQ 19.1 RADAR 6000

ZEDKI I-SNQ 22.3 RADAR 7000

164°

GS 3.00° TCH 56

1089' 4.4 NM 4.1 NM 2.5 NM 3.1 NM 3.2 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 16L	NA	RA 248/14 150 DA 582		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 432 D TDZE 432

16L 16C 16R

8500 X 150 0.6% DOWN

9426 X 150 0.6% DOWN

11901 X 150 0.8% UP

TWR TWR

34L 34C 34R

HIRL all rwys

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

NW-1, 14 MAY 2026 to 11 JUN 2026
NW-1, 14 MAY 2026 to 11 JUN 2026