ILS RWY 16L (CAT II & III)

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.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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)

(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±

696

LOCALIZER 110.3
I-SNQ
Chan 40

TEBNE
SEA 2.4
RADAR
2000

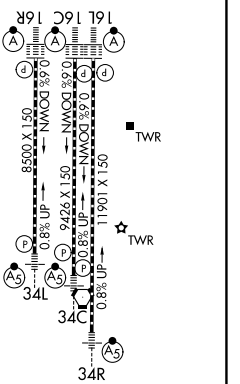
R-161

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

ALTERNATE MISSED APCH FIX
113.4 OLM
048°
228°
R-048
Chan 81
PEYOY
OLM 20

MISSED APCH FIX
MILLT
SEA 11
RADAR
Chan 115
116.8 SEA
161°
341°
R-161

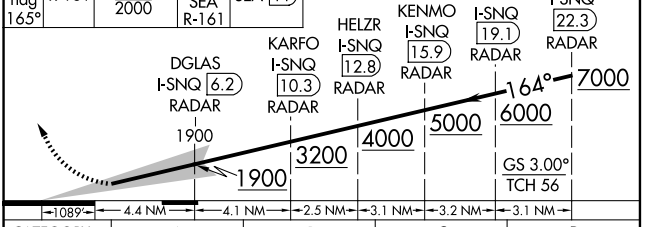
ELEV 432 D TDZE 432



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

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).



CATEGORY	A	B	C	D
S-ILS 16L	NA	CAT II RA 176/12 100 DA 532		
S-ILS 16L	NA	CAT III RVR 03		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 11 JUN 2026 to 09 JUL 2026
NW-1, 11 JUN 2026 to 09 JUL 2026