

LOC/DME I-SZI <b>111.7</b> Chan <b>54</b>	APP CRS <b>164°</b>	Rwy Ldg <b>9426</b> TDZE <b>430</b> Apt Elev <b>432</b>
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# ILS RWY 16C (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

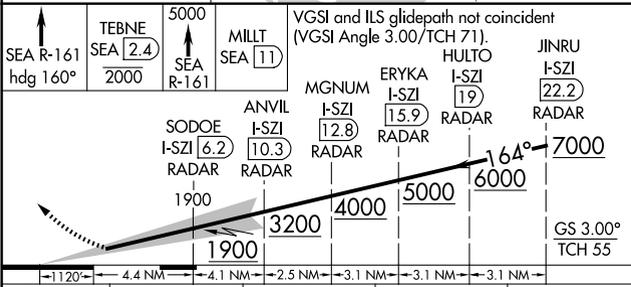
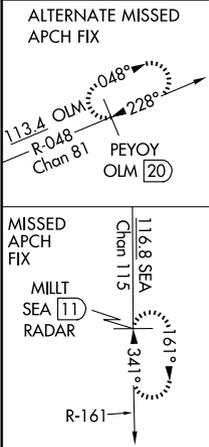
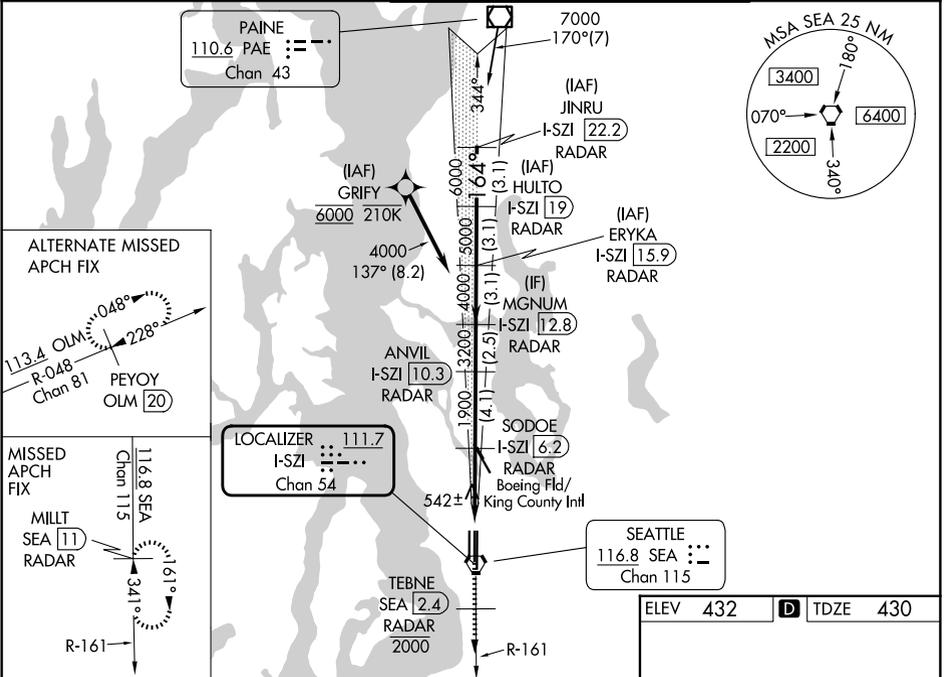
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

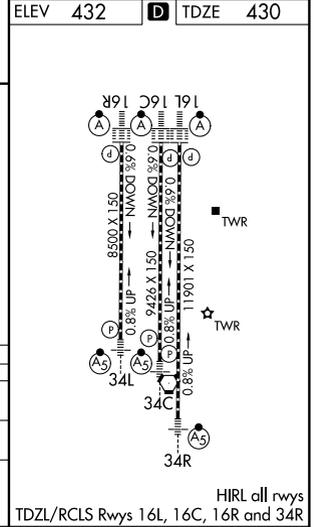
ALSF-2

MISSED APPROACH: Climb 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 <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (16L, 16C, 34C, 34R) <b>120.95 239.3</b> (16R, 34L)	GND CON <b>121.7</b>
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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).			
	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	GS 3.00° TCH 55
	-1.20°	-4.4 NM	-4.1 NM	-2.5 NM	-3.1 NM	-3.1 NM	
CATEGORY	A	B	C	D			
S-ILS 16C	CAT II RA 126/12 100 DA 530						
S-ILS 16C	CAT III RVR 03						



NW-1, 19 MAR 2026 to 16 APR 2026

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