ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

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

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

Simultaneous approach authorized.

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	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

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

LOCALIZER 110.3
I-SNQ
Chan 40

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

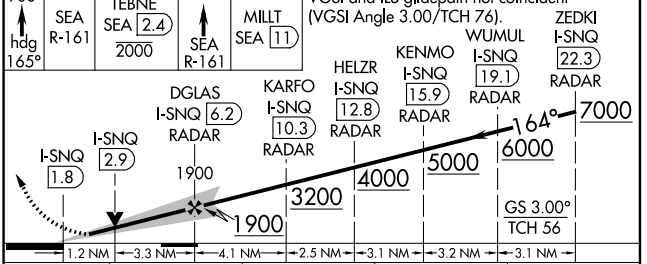
4384
3440
3517
2200
1745
2164
3149
833
581
542±

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

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

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

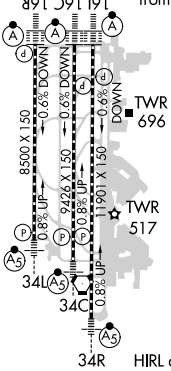
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).



CATEGORY	A	B	C	D
S-ILS 16L	697/20 265 (300-½)	632/18 200 (200-½)		
S-LOC 16L	880/24 448 (500-½)		880/45 448 (500-⅞)	
C CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

ELEV 432 D TDZE 432

164° 4.4 NM from FAF



FAF to MAP 4.4 NM

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

NW-1, 09 SEP 2021 to 07 OCT 2021
NW-1, 09 SEP 2021 to 07 OCT 2021