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)

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

4384

(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

1745

SEATTLE 116.8 SEA Chan 115

Boeing Fld/ King County Intl

542±

2164

3149

3517

2200

833

581

LOCALIZER 110.3 I-SNQ Chan 40

TEBNE SEA 2.4 RADAR 2000

R-161

3440

ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81 PEYOY OLM 20

MISSED APCH FIX

MILLT SEA 11 RADAR

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).

GS 3.00° TCH 56

1.2 NM | 3.3 NM | 4.1 NM | 2.5 NM | 3.1 NM | 3.2 NM | 3.1 NM

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°

16L 16C 16R

8500 X 150 9426 X 150 11901 X 150

TWR 696

TWR 517

34L 34C 34R

HIRL all Rwys

TDZ/CL 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

NW-1, 26 DEC 2024 to 23 JAN 2025

NW-1, 26 DEC 2024 to 23 JAN 2025