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

ILS RWY 16L (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

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°
070°
6400
2200
340°

(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

344°
164°
(3.1)
(3.2)
(3.1)
(2.5)
(4.1)
6000
5000
4000
3200
1900

ALTERNATE MISSED APCH FIX

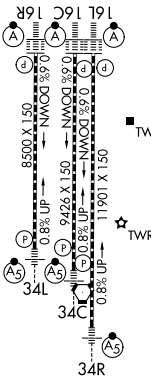
113.4 OLM
R-048
Chan 81
048°
228°
PEYOY
OLM 20

MISSED APCH FIX

MILLT
SEA 11
RADAR

Chan 115
116.8 SEA
161°
341°
R-161

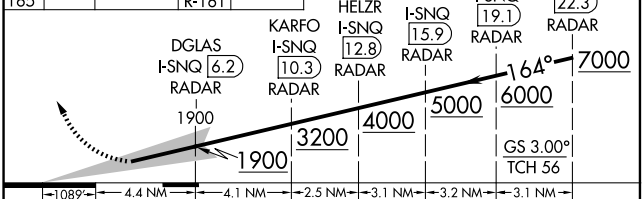
ELEV 432 D TDZE 432



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	RA 248/14 150 DA 582		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026