

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 432	16C 11901 432	16L 11901 432
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ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

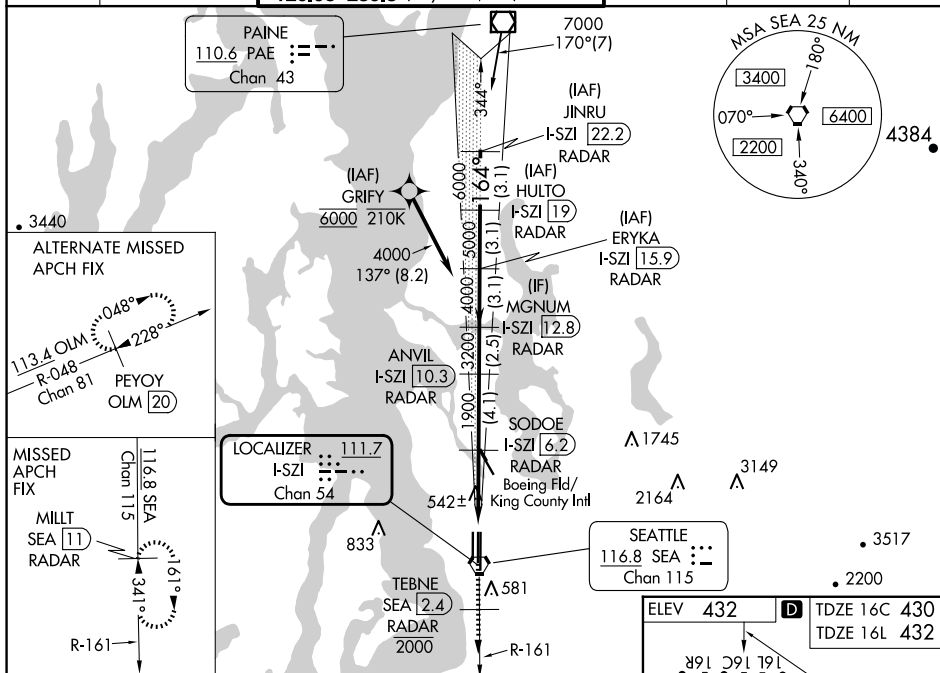
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

▼ Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

ALSF-2
Rwy 16C/L

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 MILIT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	MILIT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	GRIFY 6000 210K	HULTO 6000 210K	JINRU 6000 210K	ERYKA 6000 210K	MGNUM 6000 210K	SODOE 6000 210K	ANVIL 6000 210K	LOCALIZER 111.7 I-SZI 12.8 Chan 54	TEBNE SEA 2.4 2000	R-161
*LOC only	I-SZI 1.7	I-SZI 2.7	I-SZI 6.2	I-SZI 10.3	I-SZI 12.8	I-SZI 15.9	I-SZI 19	I-SZI 22.2	I-SZI 24.2	I-SZI 26.2	I-SZI 28.2	I-SZI 30.2	I-SZI 32.2	I-SZI 34.2
CATEGORY	A	B	C	D	E	F	G	H	I	J	K	L	M	N
S-ILS 16C	630/18	200 (200-½)												
S-LOC 16C	800/24	370 (400-½)	800/35	370 (400-¾)										
SIDESTEP 16L	800/55	368 (400-1)												
CIRCLING	1000-1	568 (600-1)	1000-1½	568 (600-1½)	1000-2	568 (600-2)								

SEATTLE, WASHINGTON

Amdt 17 28FEB19

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

ILS or LOC RWY 16C

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

NW-1, 19 FEB 2026 to 19 MAR 2026

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