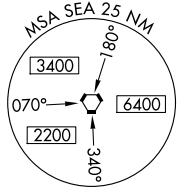


ILS or LOC RWY 16C  
SEATTLE-TACOMA INTL (SEA)

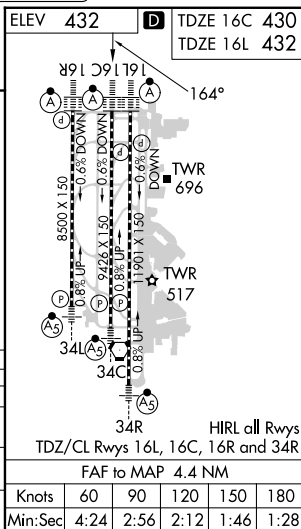
**MISSED APPROACH:** Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILTT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

**A**

CPDLC

NW-1, 18 APR 2024 to 16 MAY 2024

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|                                    |      |      |      |      |      |
|------------------------------------|------|------|------|------|------|
| 34R HIRL all Rwy's                 |      |      |      |      |      |
| TDZ/CL Rwy's 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 |

SEATTLE-TACOMA INTL AIRPORT

**ALERT NOTICE**

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

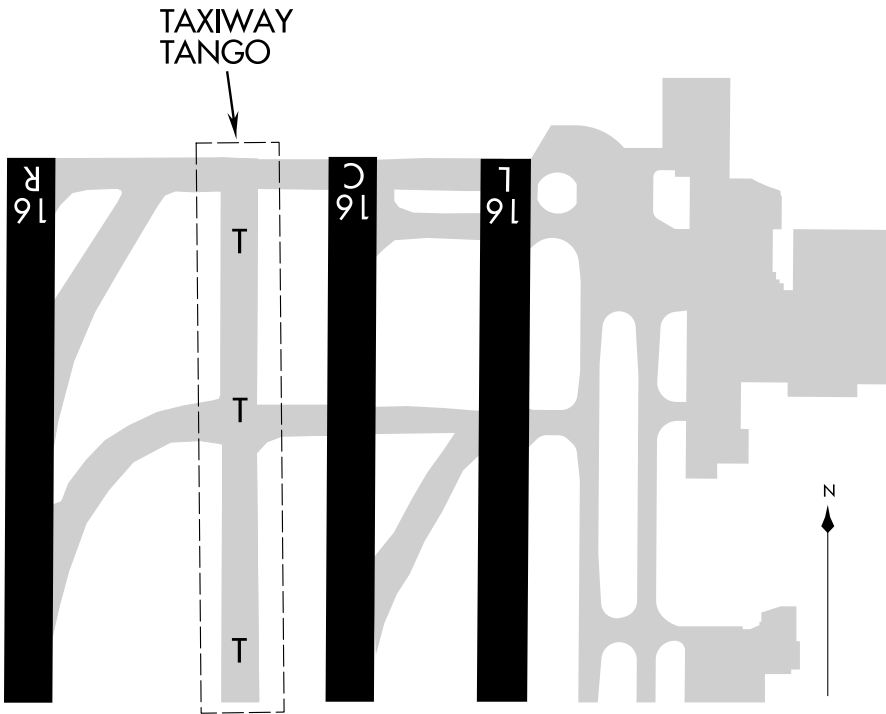
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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.



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