

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>9426</b> |
| <b>164°</b> | TDZE     | <b>430</b>  |
|             | Apt Elev | <b>433</b>  |

RNAV (RNP) Z RWY 16C  
SEATTLE-TACOMA INTL (SEA)

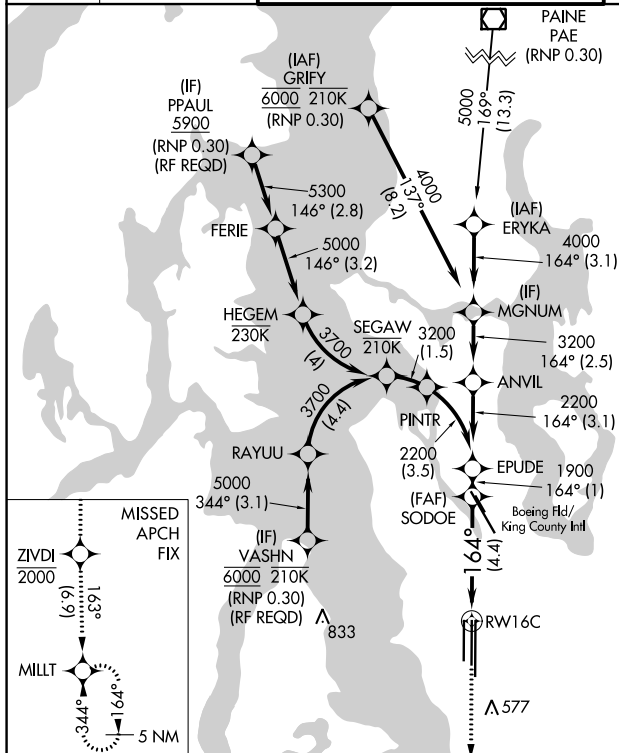
**T** For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). GPS required. See additional requirements on adjacent information page. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5200, and increase RNP 0.30 all Cats visibility to 1½ SM.

ALSF-2

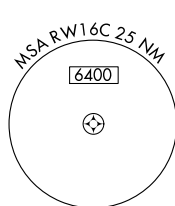


**MISSED APPROACH:** Climb direct ZIVDI to cross ZIVDI at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.

|                        |                                         |                                                                                                      |                         |                          |       |
|------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------|-------------------------|--------------------------|-------|
| D-ATIS<br><b>118.0</b> | SEATTLE APP CON<br><b>133.65 273.45</b> | SEATTLE TOWER<br><b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R)<br><b>120.95 239.3</b> (Rwys 16R, 34L) | GND CON<br><b>121.7</b> | CLNC DEL<br><b>128.0</b> | CPDLC |
|------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------|-------------------------|--------------------------|-------|



Procedure NA for arrival on PAE VOR/DME  
airway radials 163 CW 236.



## RADAR REQUIRED

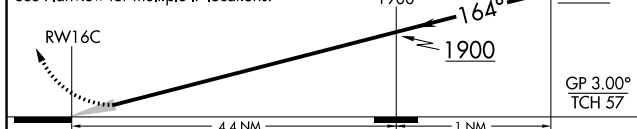
Δ 1745

A 2164

3149  
Δ

|                                                                                     |                                                                                                      |                                                                                                        |                                                                                              |                                                                                   |            |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------|
|  | ZIVDI<br><br>2000 | 5000<br><br>tr 163° | MILLT<br> | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 71).<br>SODOE<br>↓ | EPUDE<br>↓ |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------|

See Planview for multiple IF locations.



| CATEGORY    | A | B      | C           | D |
|-------------|---|--------|-------------|---|
| RNP 0.12 DA |   | 758/29 | 328 (400-%) |   |
| RNP 0.30 DA |   | 834/43 | 404 (500-%) |   |

**AUTHORIZATION REQUIRED**

The diagram illustrates the HIRL all Rwyways (16L, 16C, 16R, and 34R) and their associated TDZE values. The runways are shown as vertical lines with various elevation markers and TDZE values. The TDZE values are 430 for 16L, 430 for 16C, 430 for 16R, and 430 for 34R. The diagram also shows the HIRL all Rwyways (16L, 16C, 16R, and 34R) and their associated TDZE values. The runways are shown as vertical lines with various elevation markers and TDZE values. The TDZE values are 430 for 16L, 430 for 16C, 430 for 16R, and 430 for 34R.

SEATTLE, WASHINGTON

Amdt 1A 12OCT17

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z 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, 18 APR 2024 to 16 MAY 2024

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