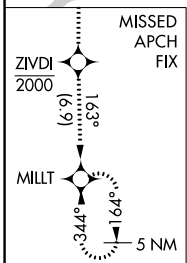
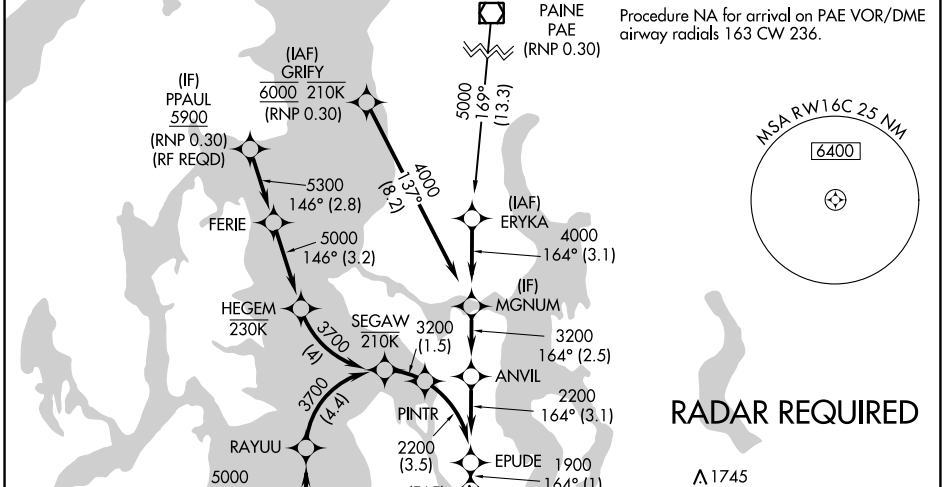


APP CRS	Rwy Idg	9426
164°	TDZE	430
	Apt Elev	433

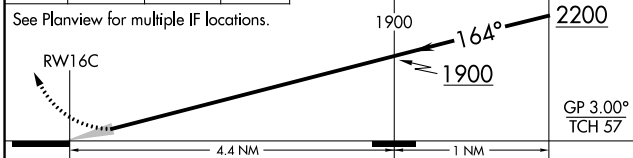
RNAV (RNP) Z RWY 16C

SEATTLE-TACOMA INTL (SEA)

<p>▽ 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 1 3/8 SM.</p>	<p>SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)</p>		<p>GND CON 121.7</p>	<p>CLNC DEL 128.0</p>	<p>CPDLC</p>
	<p>D-ATIS 118.0</p>	<p>SEATTLE APP CON 133.65 273.45</p>			

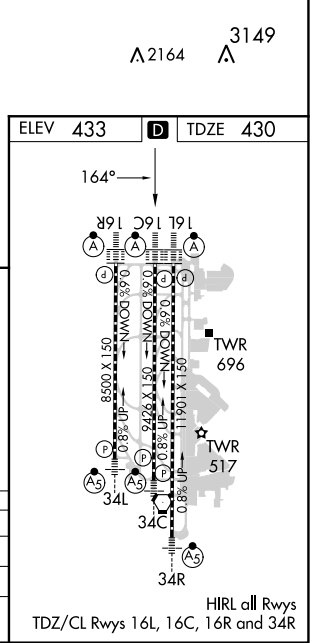
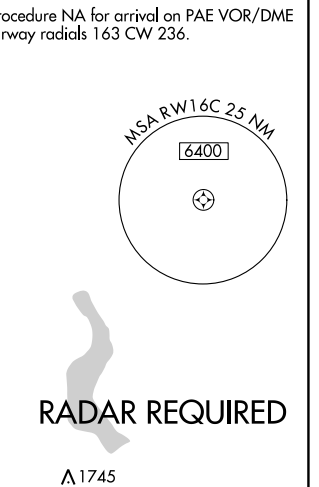


	5000		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	EPUDE
2000	tr 163°			



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

AUTHORIZATION REQUIRED



NW-1, 28 NOV 2024 to 26 DEC 2024

NW-1, 28 NOV 2024 to 26 DEC 2024

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, 28 NOV 2024 to 26 DEC 2024

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