

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-SZI<br><b>111.7</b><br>Chan <b>54</b> | APP CRS<br><b>164°</b> | Rwy Idg<br><b>9426 11901</b><br>TDZE<br><b>430 432</b><br>Apt Elev<br><b>432 432</b> |
|---|------------------------|--|

# ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

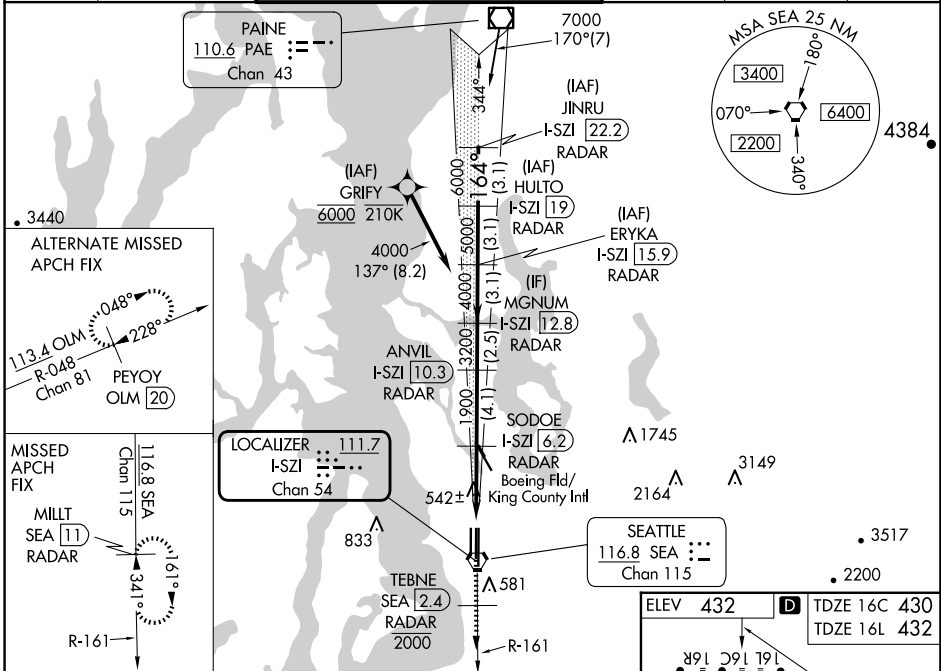
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

▼ 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.

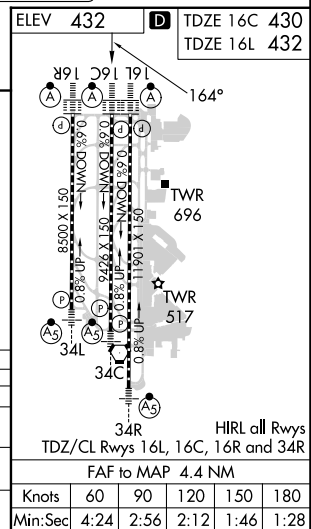
ALSF-2 Rwy 16C/L

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 MILLT/SEA 11 DME/RADAR 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 |
|------------------------|---|--|-------------------------|--------------------------|-------|



|                       |                          |                             |  |                              |                              |
|-----------------------|--------------------------|-----------------------------|--|------------------------------|------------------------------|
| SEA R-161<br>hdg 160° | TEBNE<br>SEA 2.4<br>2000 | 5000<br>SEA R-161           | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 71). |                              |                              |
| *LOC only             |                          | SODOE<br>I-SZI 6.2<br>RADAR | ANVIL<br>I-SZI 10.3<br>RADAR                                       | MGNUM<br>I-SZI 12.8<br>RADAR | ERYKA<br>I-SZI 15.9<br>RADAR |
| I-SZI 1.7             | I-SZI 2.7                | I-SZI 6.2                   | I-SZI 10.3   | I-SZI 12.8                   | I-SZI 15.9                   |
| 0.9                   | 3.5 NM                   | 4.1 NM                      | 2.5 NM   | 3.1 NM                       | 3.1 NM                       |
| CATEGORY              | A                        | B                           | C  | D                            |                              |
| 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)  | 800-1½<br>368 (400-1½)       |                              |
| Ⓢ CIRCLING            | 1000-1                   | 568 (600-1)                 | 1000-1½<br>568 (600-1½)  | 1000-2<br>568 (600-2)        |                              |



NW-1, 20 FEB 2025 to 20 MAR 2025

NW-1, 20 FEB 2025 to 20 MAR 2025

**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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