

WAAS CH 61010 W16B	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 433
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RNAV (GPS) Y RWY 16C

SEATTLE-TACOMA INTL (SEA)

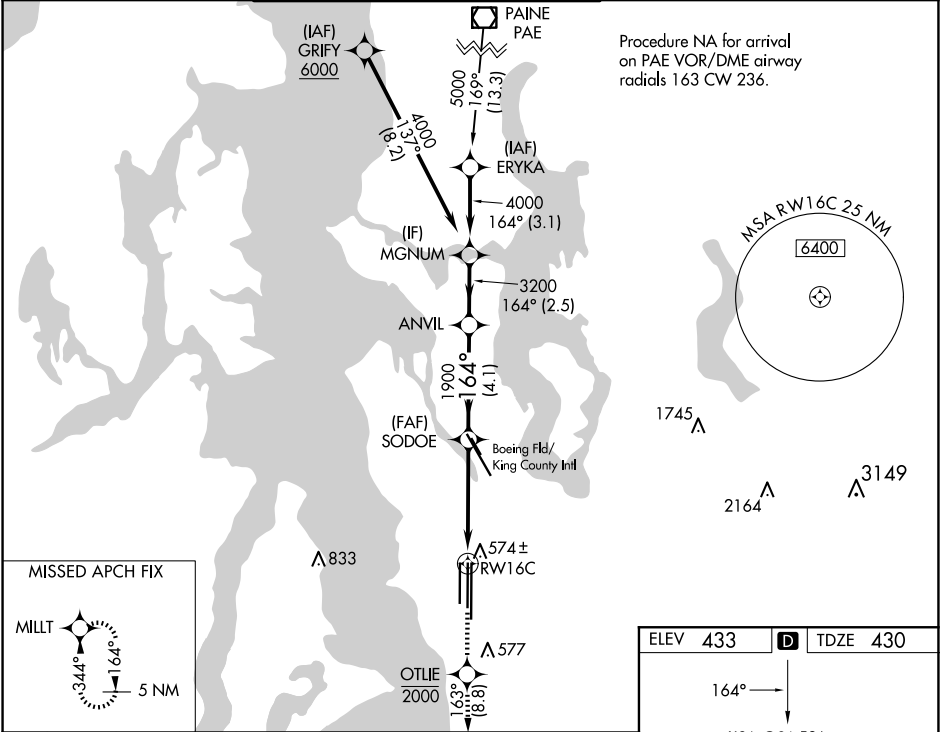
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1½. See additional requirements on adjacent information page.

ALSF-2

MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 on track 163° to MILLT 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	CINC DEL 128.0	CPDLC
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↑

OTLIE

2000

↑

5000

tr 163°

↑

MILLT

5 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

MGNUM

ANVIL

SODOE

*LNAV only

1.3

3.1 NM

4.1 NM

2.5 NM

1900

3200

4000

GP 3.00°

TCH 57

CATEGORY	A	B	C	D
LPV DA		630/18	200 (200-½)	
LNAV/VNAV DA		840/44	410 (500-¾)	
LNAV MDA	920/24	490 (500-½)	920/50	490 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)

ELEV 433

D

TDZE 430

SEATTLE, WASHINGTON
Amdt 3A 12OCT17

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
RNAV (GPS) Y RWY 16C

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

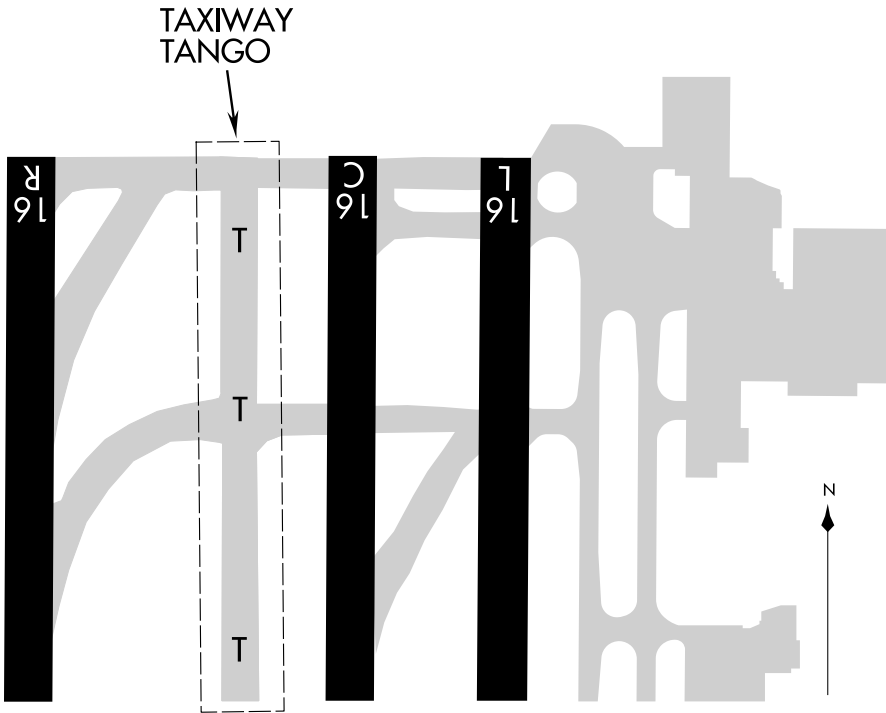
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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, 25 DEC 2025 to 22 JAN 2026

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