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

RNAV (RNP) Z RWY 16C

SEATTLE-TACOMA INTL (SEA)

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 1⅜ 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	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

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

PAINE PAE (RNP 0.30)

5000 169° (13.3)

(IAF) GRIFY 6000 210K (RNP 0.30)

(IF) PPAUL 5900 (RNP 0.30) (RF REQD)

4000 137° (8.2)

5300 146° (2.8)

FERIE

5000 146° (3.2)

(IAF) ERYKA

4000 164° (3.1)

(IF) MGNUM

HEGEM 230K

SEGAW 210K

3700 (4)

3200 (1.5)

3200 164° (2.5)

ANVIL

3700 (4.4)

2200 164° (3.1)

PINTR

RAYUU

2200 (3.5)

EPUDE 1900 164° (1)

5000 344° (3.1)

(FAF) SODOE

Boeing Fld/ King County Intl

164° (4.4)

(IF) VASHN 6000 210K (RNP 0.30) (RF REQD)

833

RW16C

577

MSA RW16C 25 NM

6400

RADAR REQUIRED

1745

2164

3149

MISSED APCH FIX

ZIVDI 2000

163° (6.9)

MILLT

344° 164°

5 NM

ELEV 433 D TDZE 430

164°

16L 16C 16R

8500 X 150 0.6% DOWN

9426 X 150 0.6% DOWN

11901 X 150 0.6% DOWN

0.8% UP

0.8% UP

0.8% UP

TWR 696

TWR 517

34L

34C

34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

ZIVDI 2000 | 5000 tr 163° | MILLT

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

See Planview for multiple IF locations.

SODOE 1900 164° 1900 EPUDE 2200

RW16C

GP 3.00° TCH 57

4.4 NM 1 NM

CATEGORY	A	B	C	D
RNP 0.12 DA		758/29	328 (400-⅝)	
RNP 0.30 DA		834/43	404 (500-⅞)	

AUTHORIZATION REQUIRED

NW-1, 19 FEB 2026 to 19 MAR 2026

NW-1, 19 FEB 2026 to 19 MAR 2026

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.