

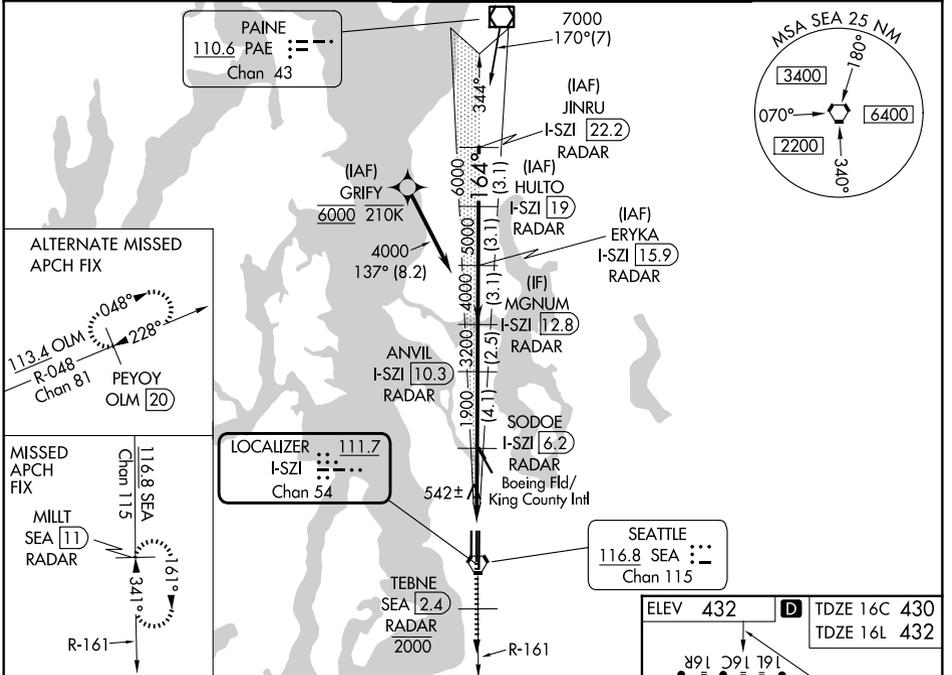
LOC/DME I-SZI <b>111.7</b> Chan <b>54</b>	APP CRS <b>164°</b>	Rwy Ldg <b>9426 11901</b> TDZE <b>430 432</b> Apt Elev <b>432 432</b>
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# ILS or LOC RWY 16C

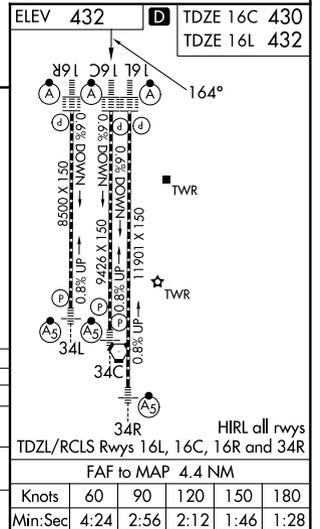
SEATTLE-TACOMA INTL (SEA)

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 <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (16L, 16C, 34C, 34R) <b>120.95 239.3</b> (16R, 34L)	GND CON <b>121.7</b>
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SEA R-161 hdg 160°	TEBNE SEA <b>2.4</b> 2000	5000 SEA R-161	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
*LOC only		SODOE I-SZI <b>6.2</b> RADAR	ANVIL I-SZI <b>10.3</b> RADAR	MGNM I-SZI <b>12.8</b> RADAR	ERYKA I-SZI <b>15.9</b> RADAR	HULTO I-SZI <b>19</b> RADAR	JINRU I-SZI <b>22.2</b> RADAR
*I-SZI <b>2.7</b>		*I-SZI <b>1.7</b>		*I-SZI <b>2.7</b>			
0.9		3.5 NM		4.1 NM		2.5 NM	
3.1 NM		3.1 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		368 (400-1½)
CIRCLING	1000-1	568 (600-1)		1000-1½		568 (600-2)	



NW-1, 19 MAR 2026 to 16 APR 2026

NW-1, 19 MAR 2026 to 16 APR 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.

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