

# RNAV (RNP) Z RWY 16C

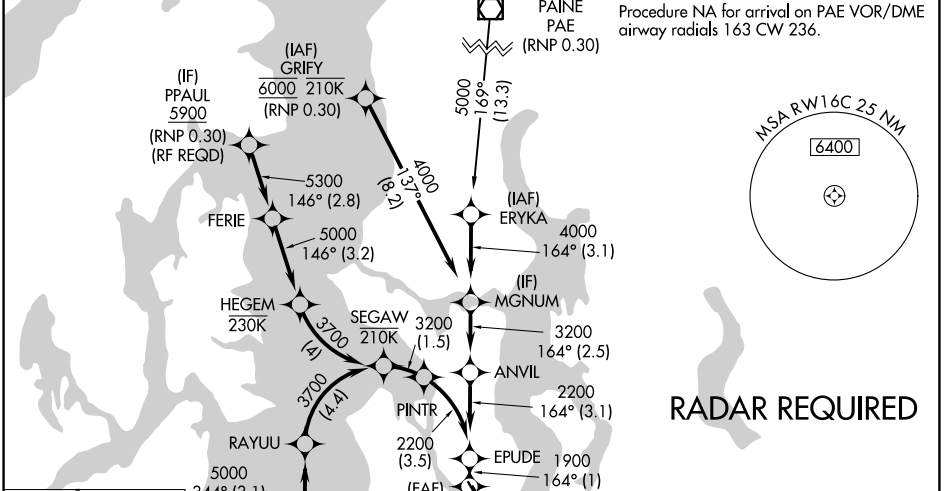
SEATTLE-TACOMA INTL (SEA)

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>9426</b> |
| <b>164°</b> | TDZE     | <b>430</b>  |
|             | Apt Elev | <b>433</b>  |

**▽** 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.

**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      |
| <b>118.0</b> | <b>133.65 273.45</b> | <b>119.9 239.3</b> (16L, 16C, 34C, 34R)<br><b>120.95 239.3</b> (16R, 34L) | <b>121.7</b> |

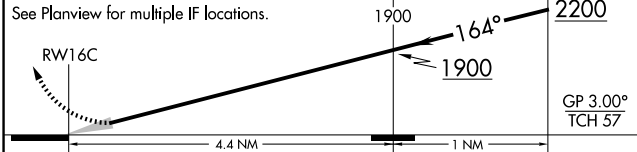
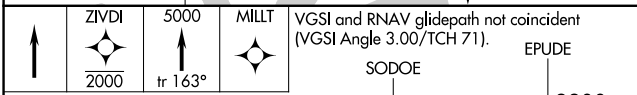
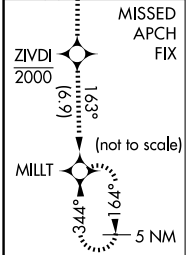


Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

### RADAR REQUIRED

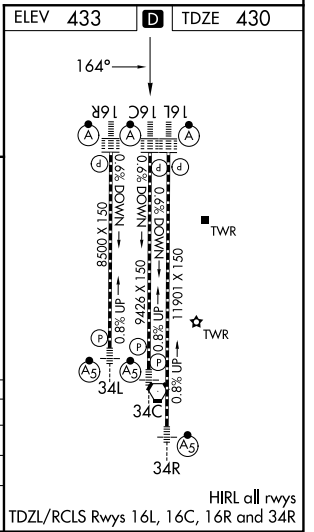
NW-1, 11 JUN 2026 to 09 JUL 2026

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

## AUTHORIZATION REQUIRED



HIRL all rwy's  
 TDZL/RCLS Rwy's 16L, 16C, 16R and 34R

**SEATTLE-TACOMA INTL AIRPORT**

**ALERT NOTICE**

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

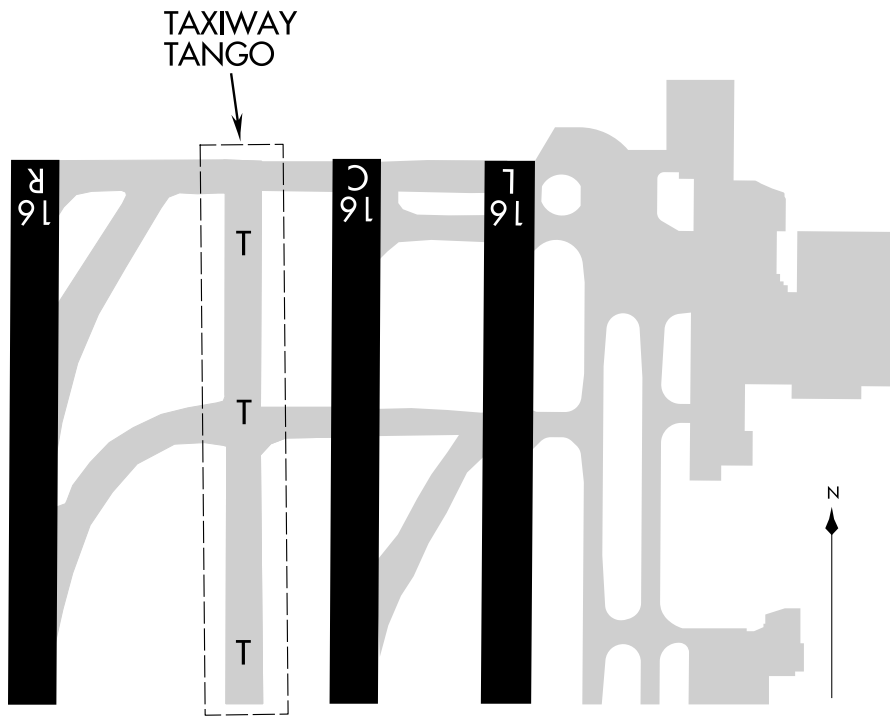
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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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