

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Ldg 9426 TDZE 430 Apt Elev 432	16C 11901 432
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ILS or LOC RWY 16C
SEATTLE-TACOMA INTL (SEA)

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

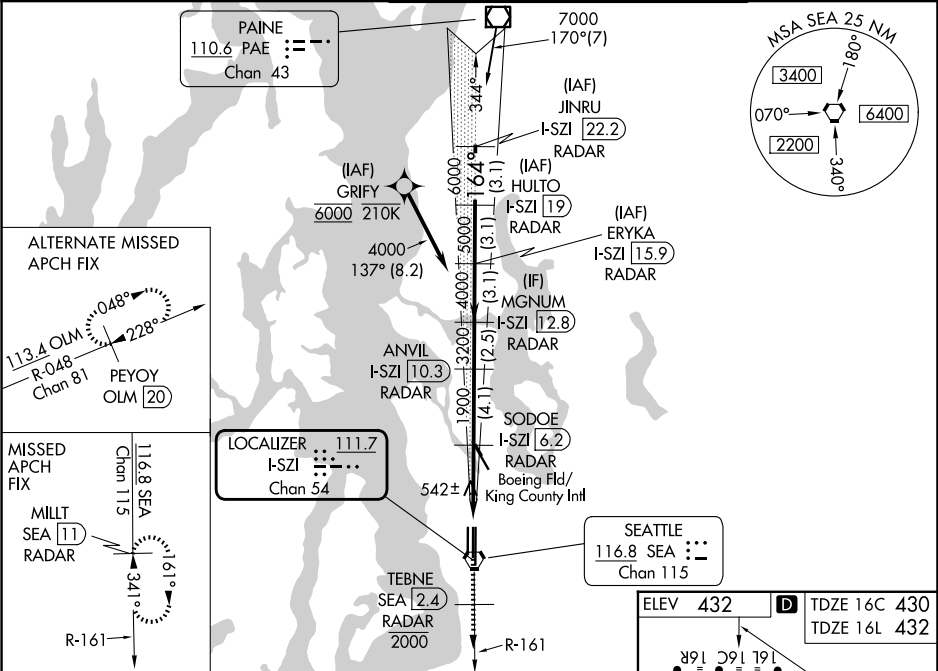
⚠ Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional 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 MILIT/SEA 11 DME/RADAR 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 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	MILIT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	GRIFY 6000 210K	HULTO 19 I-SZI RADAR	JINRU 22.2 I-SZI RADAR
*LOC only	SODOE 6.2 I-SZI RADAR	ANVIL 10.3 I-SZI RADAR	MGNUM 12.8 I-SZI RADAR	ERYKA 15.9 I-SZI RADAR	GRIFY 6000 210K	HULTO 19 I-SZI RADAR	JINRU 22.2 I-SZI RADAR
1.7 I-SZI	2.7 I-SZI	6.2 I-SZI	10.3 I-SZI	12.8 I-SZI	15.9 I-SZI	19 I-SZI	22.2 I-SZI
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 (600-1½)	1000-2 568 (600-2)			

ELEV 432

TDZE 16C 430
TDZE 16L 432

891 191 191
164°

8500 X 1.50
906 X 1.50
11901 X 1.50

0.6% UP
0.8% UP
0.8% UP

34L
34C
34R

TWR
TWR

HIRL all rwys
TDZL/RCLS Rwy 16L, 16C, 16R and 34R

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NW-1, 09 JUL 2026 to 06 AUG 2026

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SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

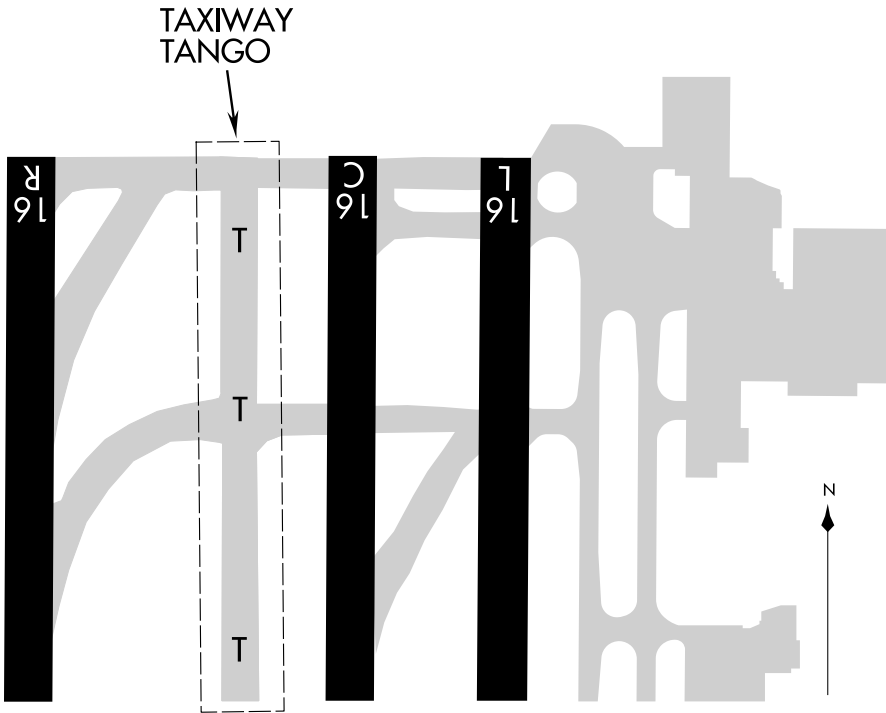
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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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