

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>61010</b><br><b>W16B</b> | APP CRS<br><b>164°</b> | Rwy Ldg <b>9426</b><br>TDZE <b>430</b><br>Apt Elev <b>433</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

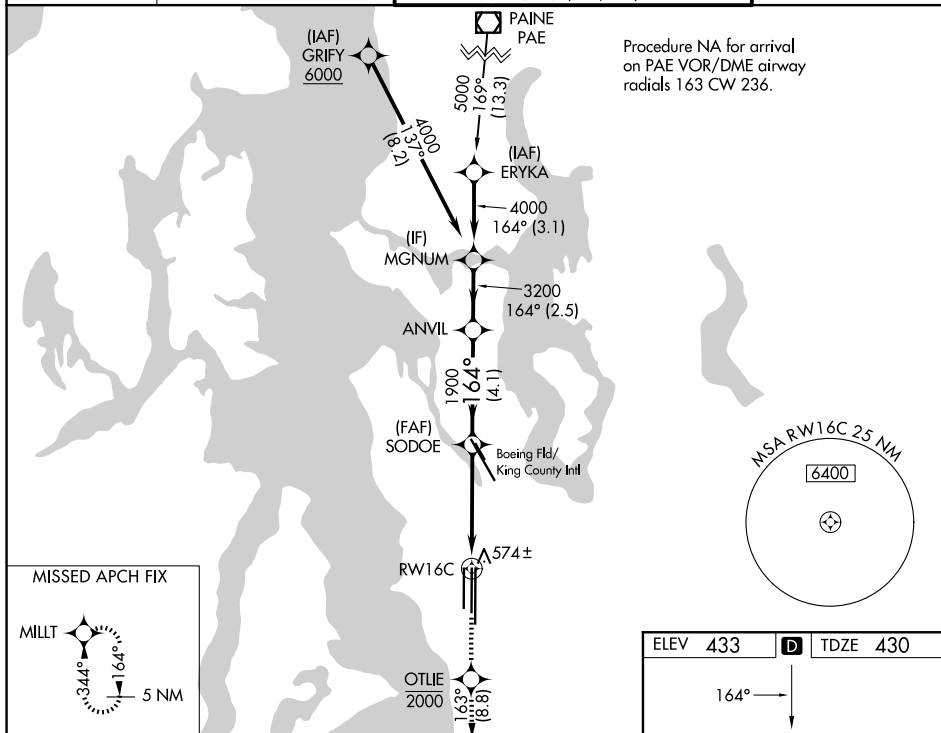
RNAV (GPS) Y RWY 16C  
SEATTLE-TACOMA INTL (SEA)

**T** 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



|                        |                                         |                                                                                            |                         |
|------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------|-------------------------|
| D-ATIS<br><b>118.0</b> | SEATTLE APP CON<br><b>133.65 273.45</b> | SEATTLE TOWER<br><b>119.9 239.3</b> (16L, 16C, 34C, 34R)<br><b>120.95 239.3</b> (16R, 34L) | GND CON<br><b>121.7</b> |
|------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------|-------------------------|



↑ OTIE 5000 MILLT VGSB and RNAV glidepath not coincident (VGSB Angle 3.00/TCH 71).

↑ 2000 tr 163°

\*LNAV only

RW16C

1.3 NM

3.1 NM

4.1 NM

2.5 NM

1900

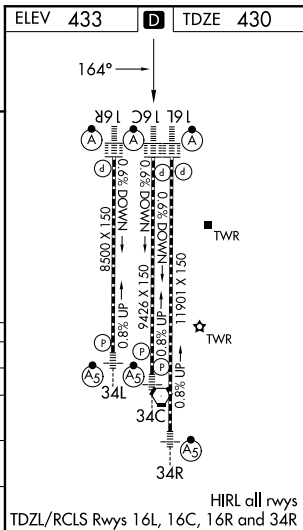
164°

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 (500-⅞) |                         |                       |
| LNAV MDA     | 920/24 | 490 (500-½) | 920/50                  | 490 (500-1)           |
| CIRCLING     | 1000-1 | 567 (600-1) | 1000-1½<br>567 (600-1½) | 1000-2<br>567 (600-2) |



SEATTLE-TACOMA INTL AIRPORT

**ALERT NOTICE**

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

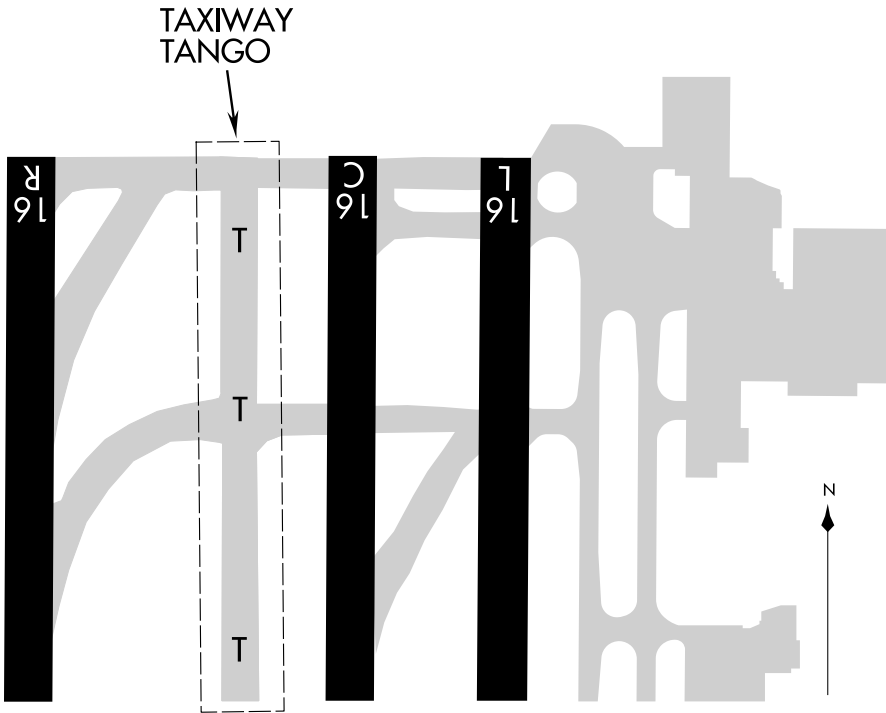
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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, 09 JUL 2026 to 06 AUG 2026

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