

WAAS CH <b>61010</b> <b>W16B</b>	APP CRS <b>164°</b>	Rwy Ldg <b>9426</b> TDZE <b>430</b> Apt Elev <b>433</b>
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# RNAV (GPS) Y RWY 16C

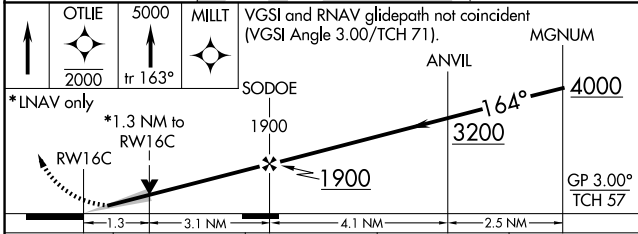
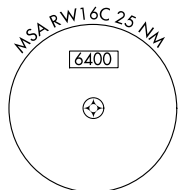
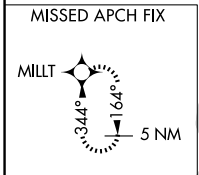
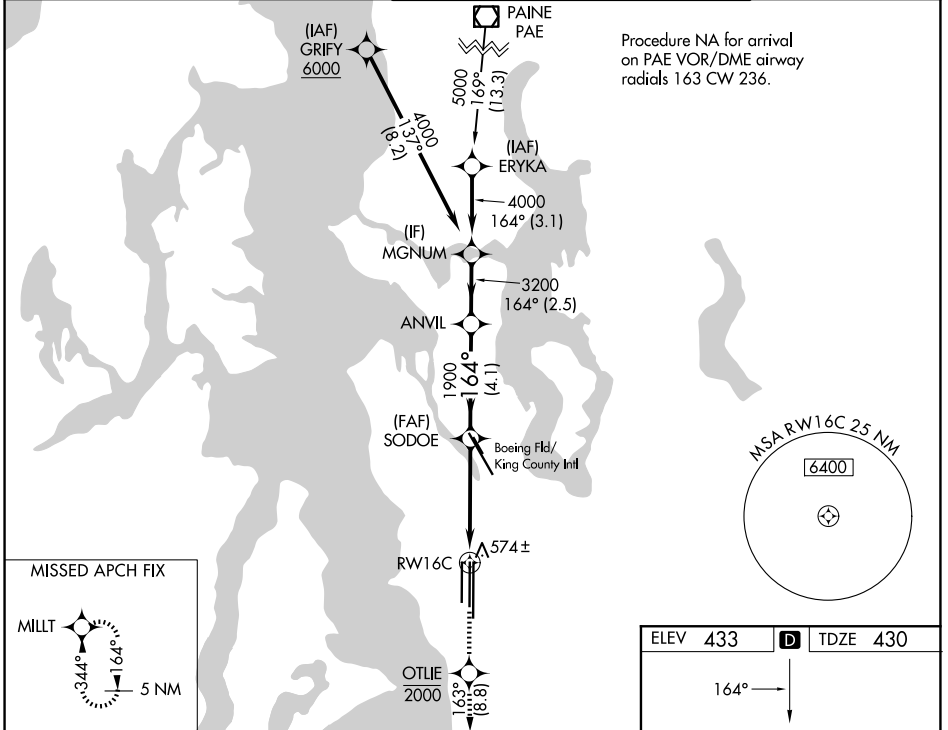
SEATTLE-TACOMA INTL (SEA)

▼ 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.

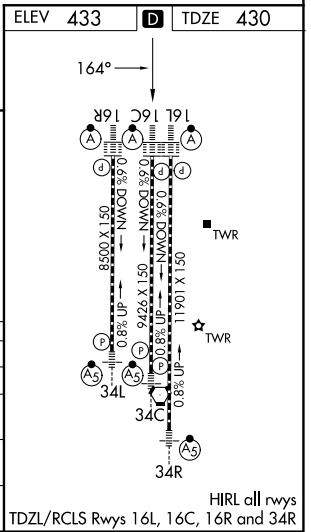
ALSF-2

MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 on track 163° to MILLT 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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CATEGORY	A	B	C	D
LPV DA		630/18	200 (200-½)	
LNAV/VNAV DA		840/44	410 (500-¾)	
LNAV MDA	920/24	490 (500-½)	920/50	490 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (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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