

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

SEATTLE-TACOMA INTL (SEA)

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

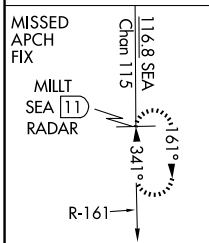
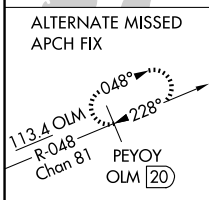
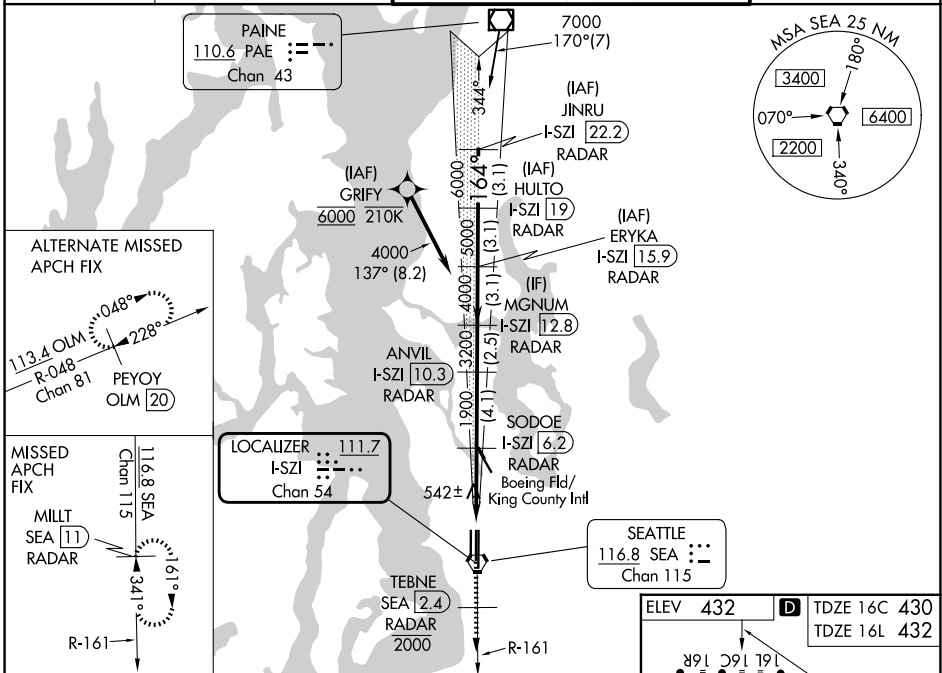
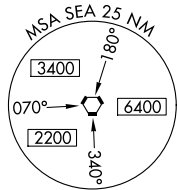
⚠ Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional 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 MILLT/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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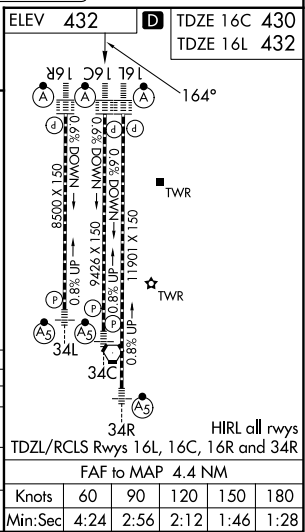
PAINE
110.6 PAE **⋮⋮⋮**
Chan 43



LOCALIZER **111.7**
I-SZI **⋮⋮⋮**
Chan 54

SEATTLE
116.8 SEA **⋮⋮**
Chan 115

SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	MILLT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
*LOC only	SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR	I-SZI 12.8 RADAR	MGNUM I-SZI 15.9 RADAR
				ERYKA I-SZI 19 RADAR
				HULTO I-SZI 22.2 RADAR
				JINRU I-SZI 22.2 RADAR
				GS 3.00° TCH 55
				7000
				6000
				5000
				4000
				3200
				1900
				0.9
				3.5 NM
				4.1 NM
				2.5 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)



NW-1, 16 APR 2026 to 14 MAY 2026

NW-1, 16 APR 2026 to 14 MAY 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

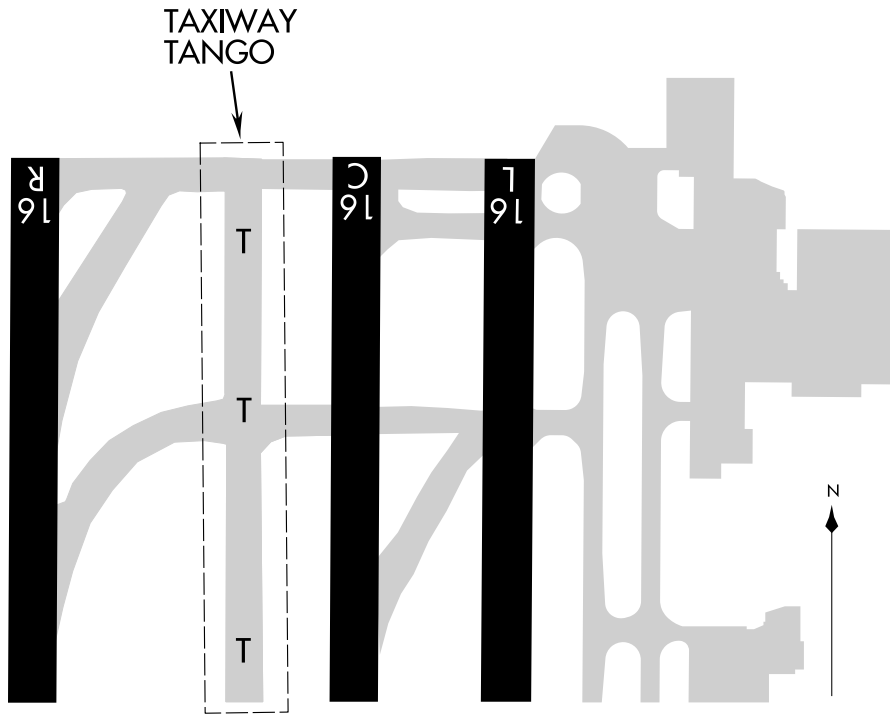
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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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