

ILS or LOC RWY 16C
SEATTLE-TACOMA INTL (SEA)

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.



PAINE
110.6 PAE
Chan 43

ALTERNATE MISSED
APCH FIX

113.4 OLM
R-048
Chan 81

PEYOY
OLM 20

MISSED
APCH
FIX

116.8 SEA
Chan 115

MILIT
SEA 11
RADAR

R-161

LOCALIZER
111.7
I-SZI
Chan 54

TEBNE
SEA 2.4
RADAR
2000

SEATTLE
116.8 SEA
Chan 115

ELEV 432

TDZE 16C 430
TDZE 16L 432

7000
170°(7)

(IAF)
JINRU
I-SZI 22.2
RADAR

(IAF)
GRIFY
6000 210K
I-SZI 16.4
RADAR

(IAF)
HULTO
I-SZI 19
RADAR

(IAF)
ERYKA
I-SZI 15.9
RADAR

(IF)
MGNUM
I-SZI 12.8
RADAR

(IF)
SODOE
I-SZI 6.2
RADAR

Boeing Fld/
King County Intl

542±

MSA SEA 25 NM

3400
6400
2200
3400

070°
048°
228°
341°
161°

[illegible]

NW-1, 03 SEP 2026 to 01 OCT 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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