

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.

ELEV 432

TDZE 16C 430
TDZE 16L 432

164°

NMOC 89.0
NMOC 89.0
NMOC 89.0
NMOC 89.0
NMOC 89.0
NMOC 89.0

8500 X 150
9426 X 150
1190 X 130

0.8% UP
0.8% UP
0.8% UP
0.8% UP
0.8% UP
0.8% UP

A_S
A_S
A_S
A_S
A_S
A_S

34L
34C
34R

TWR

HIRL all rws

TDZL/RCLS Rws 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, 01 OCT 2026 to 29 OCT 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.

NW-1, 01 OCT 2026 to 29 OCT 2026

NW-1, 01 OCT 2026 to 29 OCT 2026

