APP CRS	Rwy Ldg	9426
164°	TDZE	430
	Apt Elev	433

RNAV (RNP) Z RWY 16C

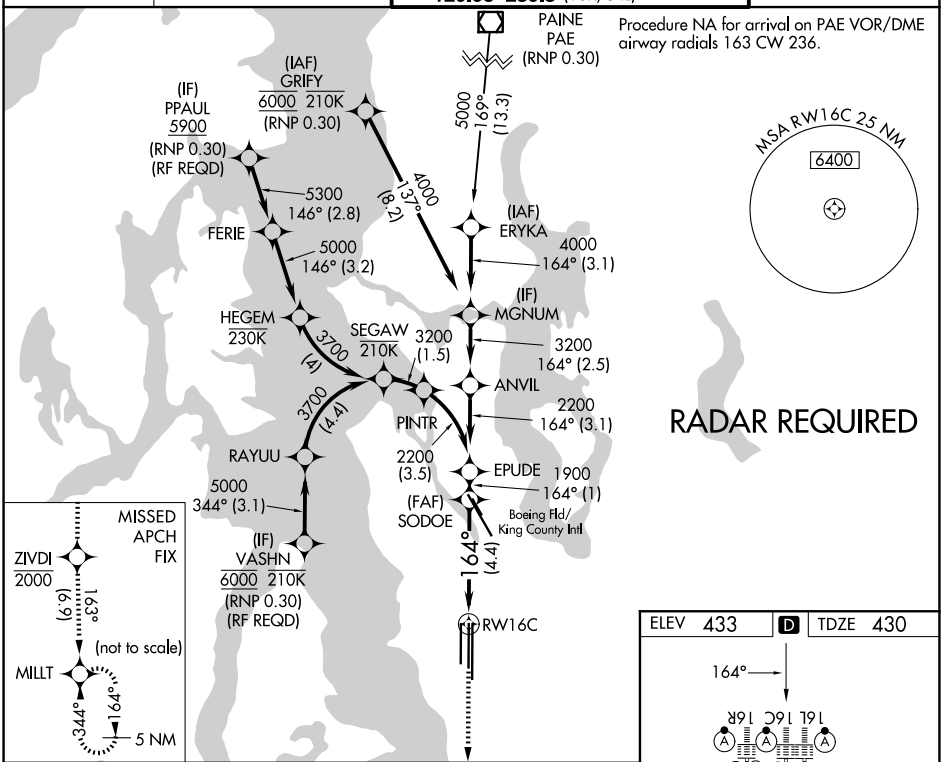
SEATTLE-TACOMA INTL (SEA)

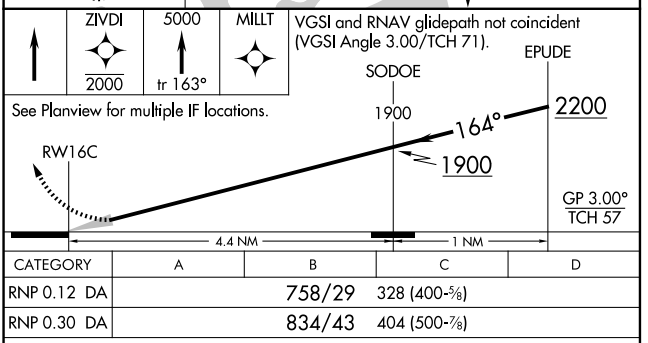
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). GPS required. See additional requirements on adjacent information page. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5200, and increase RNP 0.30 all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb direct ZIVDI to cross ZIVDI at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.

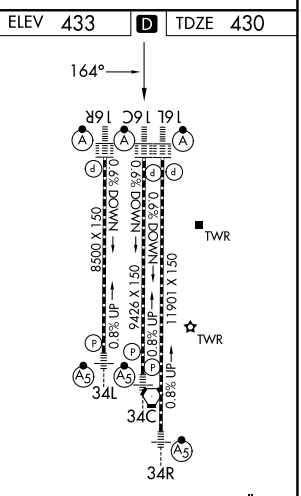
D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7





CATEGORY	A	B	C	D
RNP 0.12 DA		758/29	328 (400-⅝)	
RNP 0.30 DA		834/43	404 (500-⅞)	

AUTHORIZATION REQUIRED



NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

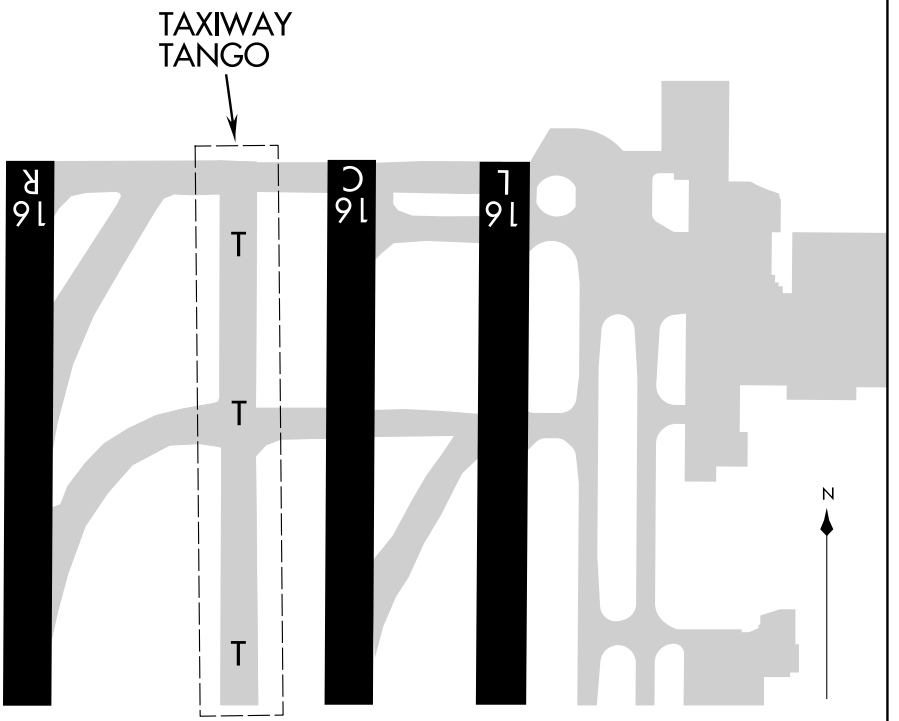
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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, 29 OCT 2026 to 26 NOV 2026