

| | | |
|--|------------------------|---|
| WAAS CH 86910 W16D | APP CRS 164° | Rwy Idg 8500 TDZE 415 Apt Elev 433 |
|--|------------------------|---|

RNAV (GPS) Y RWY 16R
SEATTLE-TACOMA INTL (SEA)

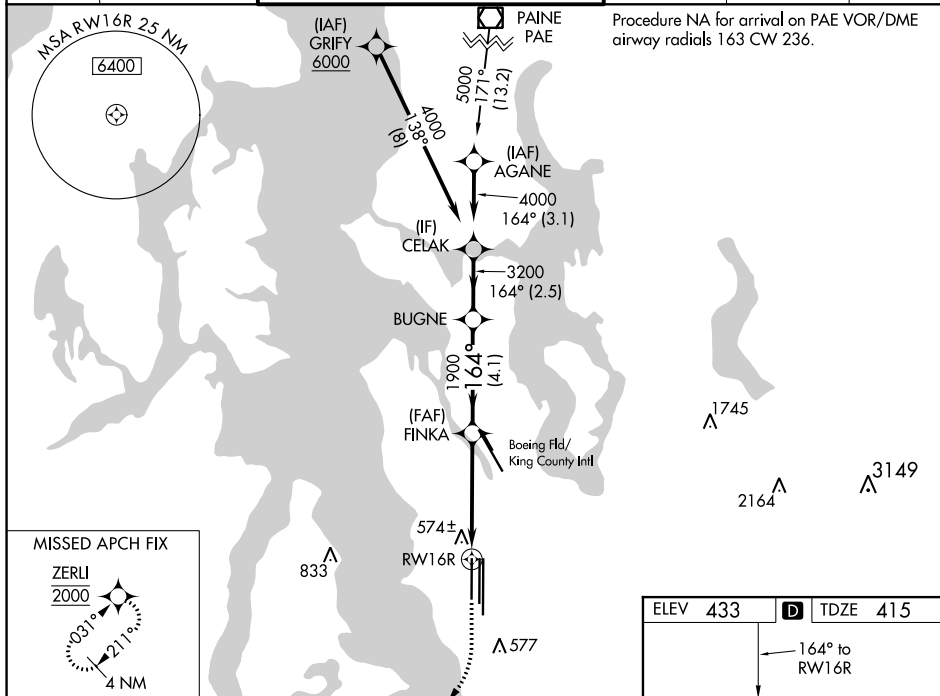
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 900 then climbing right turn direct ZERU to cross ZERU at 2000 and hold.

| | | | | | |
|------------------------|---|--|-------------------------|--------------------------|-------|
| D-ATIS 118.0 | SEATTLE APP CON 133.65 273.45 | SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L) | GND CON 121.7 | CLNC DEL 128.0 | CPDLC |
|------------------------|---|--|-------------------------|--------------------------|-------|



900
↑

ZERLI
✦
2000

VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 69).

CELAK

FINKA 1900

BUGNE

164°

4000

3200

GP 3.00°
TCH 55

*LNAV only

*1.2 NM to RW16R

RW16R

1.2 3.3 NM 4.1 NM 2.5 NM

| CATEGORY | A | B | C | D |
|-------------------|--------|-------------|-------------------------|-----------------------|
| LPV DA | | 615/18 | 200 (200-½) | |
| LNAV/VNAV DA | | 760/32 | 345 (400-⅝) | |
| LNAV MDA | 840/24 | 425 (500-½) | 840/40 | 425 (500-¾) |
| C CIRCLING | 1000-1 | 567 (600-1) | 1000-1½ 567 (600-1½) | 1000-2 567 (600-2) |

