

APP CRS 164°	Rwy Idg 11901 TDZE 433 Apt Elev 433
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RNAV (RNP) Z RWY 16L
SEATTLE-TACOMA INTL (SEA)

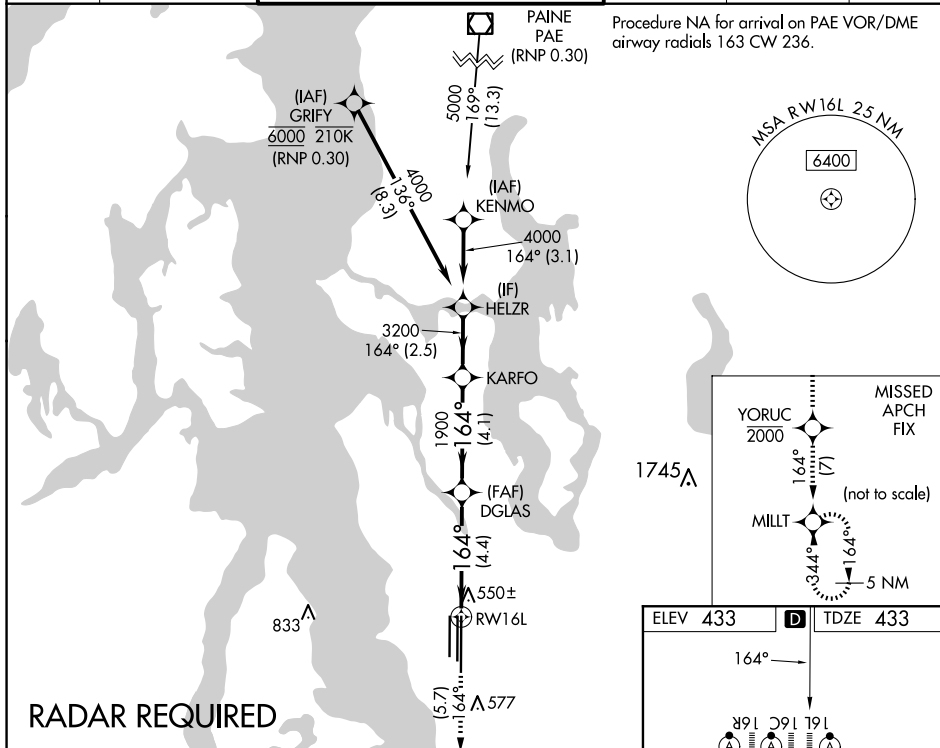
V For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb on track 164° to cross YORUC at or below 2000, then climb to 5000 on track 164° to MILLT 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 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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Procedure NA for arrival on PAE VOR/DME
airway radials 163 CW 236.



 tr 164°	 YORUC <u>2000</u>	 tr 164°	 MILLT	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 76).				
CATEGORY	A	B	C	D				
RNP 0.30 DA	842/45 409 (500-7%)							
AUTHORIZATION REQUIRED								

Diagram illustrating the HIRL all Rwyways (TDZ/CL Rwyways 16L, 16C, 16R and 34R). The diagram shows a vertical layout of runways and taxiways. Runway 16L is at the top, followed by Runway 16C and Runway 16R. Runway 34R is at the bottom. Taxiways 34L and 34C are located between the runways. Towers 696 and 517 are indicated. A heading of 164° is shown at the top.