

WAAS
CH **63202**
W16A

APP CRS
164°

Rwy Idg **11901**
TDZE **432**
Apt Elev **432**

RNAV (GPS) Y RWY 16L

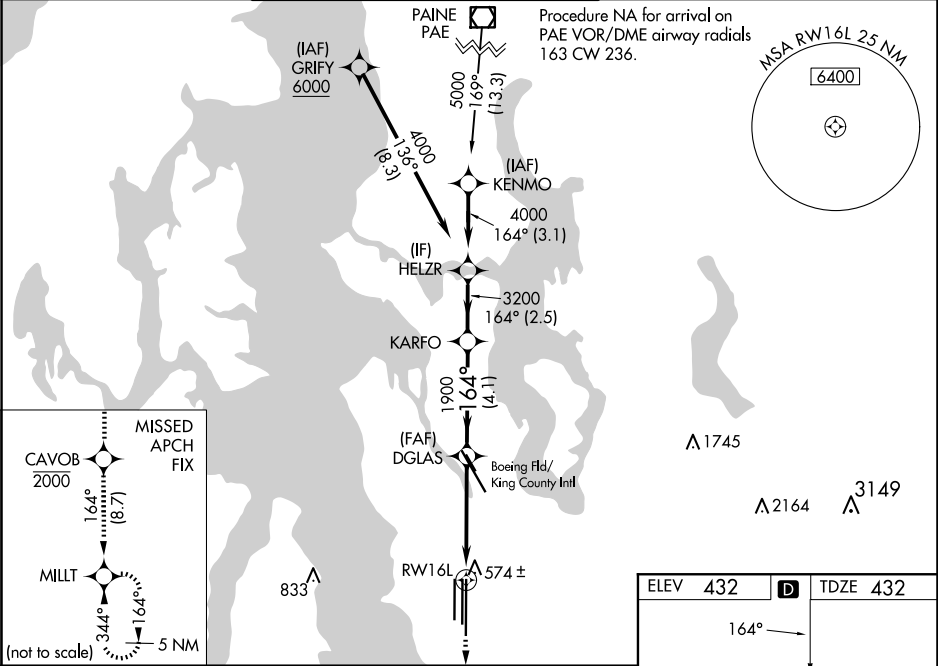
SEATTLE-TACOMA INTL (SEA)

RNP APCH.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.

ALSF-2
A

MISSED APPROACH: Climb direct CAVOB to cross CAVOB 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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↑ CAVOB 2000

↑ 5000

↑ MILLT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

DGLAS 1900

KARFO 1900

HELZR 4000

3200

164°

GP 3.00°

TCH 55

*LNAV only

*1 NM to RWY 16L

1 NM

3.4 NM

4.1 NM

2.5 NM

CATEGORY	A	B	C	D
LPV DA		700/24	268 (300-½)	
LNAV/VNAV DA		766/32	334 (400-⅝)	
LNAV MDA	840/24	408 (500-½)	840/40	408 (500-¾)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)

