

APP CRS	Rwy ldg	8500
164°	TDZE	415
	Apt Elev	433

RNAV (RNP) Z RWY 16R
SEATTLE-TACOMA INTL (SEA)

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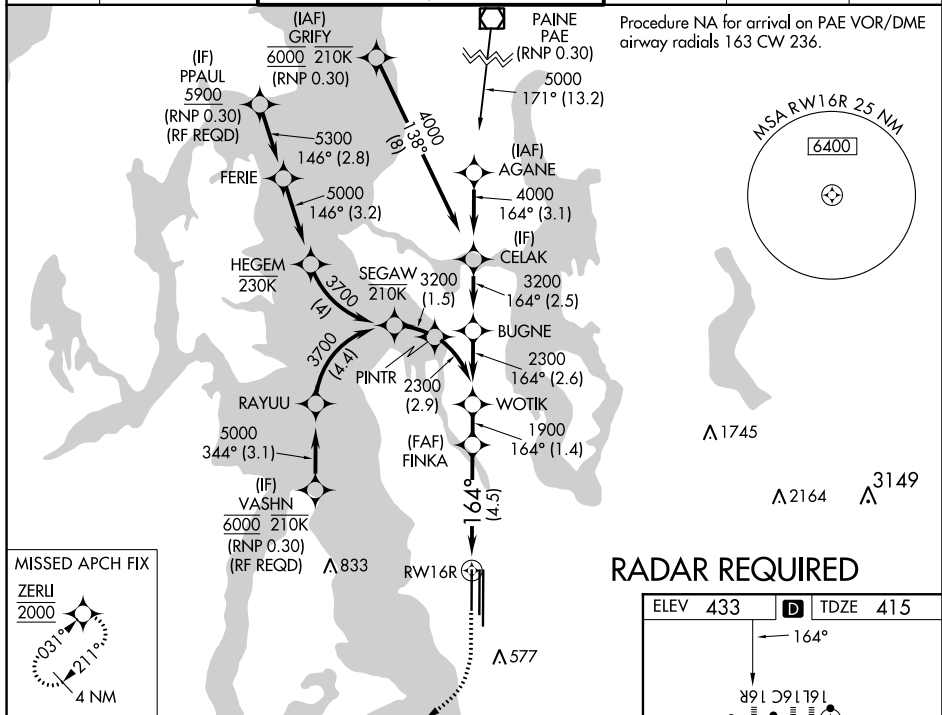
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHIN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5800, increase RNP 0.30 all Cats visibility to 1½ SM.

ALSF-2



MISSED APPROACH: Climb to 900 then climbing right direct ZERLI to cross ZERLI 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
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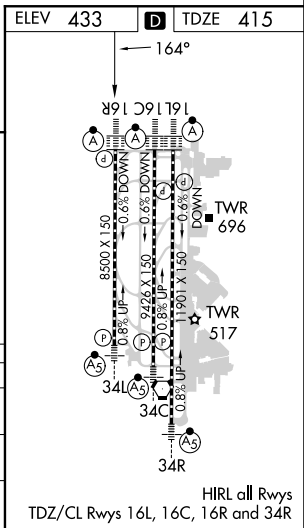
RADAR REQUIRED

Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69'). The diagram shows the RW16R runway, the FINKA VORTAC, and the WOTIK VORTAC. The distance from the runway to FINKA is 4.5 NM, and the distance from FINKA to WOTIK is 1.4 NM. The RNAV glidepath is shown as a solid line with a 164° angle, and the VGSI glidepath is shown as a dashed line with a 190° angle. The diagram also includes a table with categories A, B, and C, and a note 'GP 3.00° TCH 55'.

CATEGORY	A	B	C	D
RNP 0.15 DA	770/34	355 (400-5%)		
RNP 0.30 DA	854/50	439 (500-1)		

AUTHORIZATION REQUIRED

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SEATTLE, WASHINGTON

Amdt 1A 12OCT17

SEATTLE-TACOMA INTL (SEA)

47°27'N-122°19'W

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