

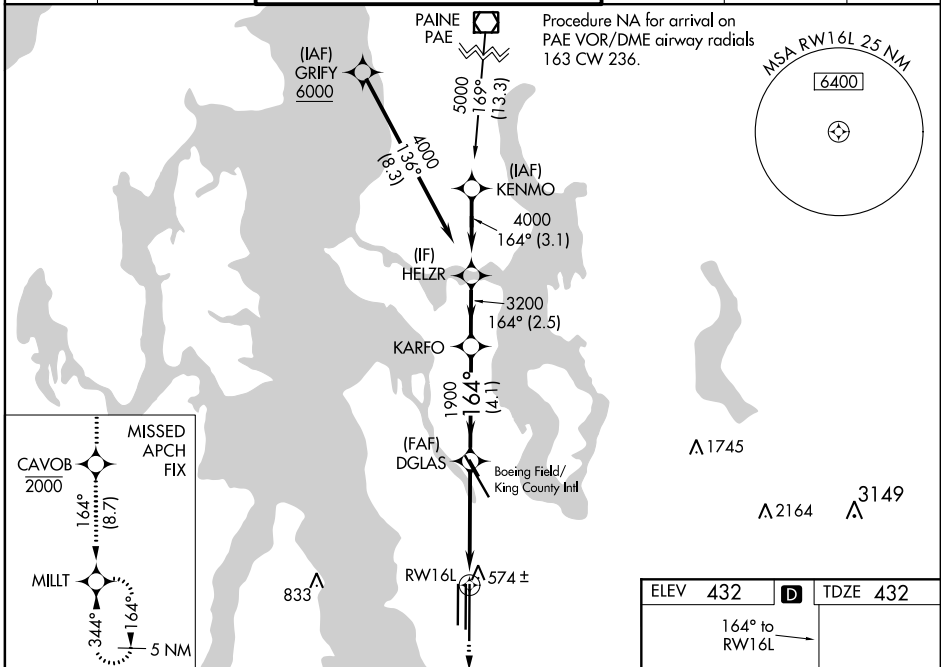
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| WAAS CH 63202 W16A | APP CRS 164° | Rwy Idg 11900 TDZE 432 Apt Elev 432 |
|--|------------------------|--|

RNAV (GPS) Y RWY 16L

SEATTLE-TACOMA INTL (SEA)

| | | | |
|-----------|--|--------------|--|
| RNP APCH. | <p>▼ 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.</p> | <p>ALS-2</p> | <p>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.</p> |
|-----------|--|--------------|--|

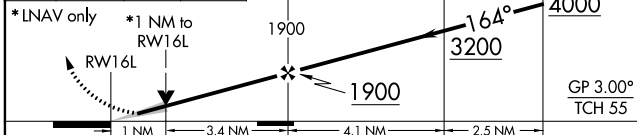
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|------------------------|---|--|-------------------------|--------------------------|-------|
| D-ATIS 118.0 | SEATTLE APP CON 133.65 273.45 | SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L) | GND CON 121.7 | CLNC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



NW-1, 28 FEB 2019 to 28 MAR 2019

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| | | | | |
|------------|------|-------|--|-------|
| CAVOB 2000 | 5000 | MILLT | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76). | |
| ↑ | ↑ | ↑ | DGLAS | HELZR |



| 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) |

