

WAAS CH 86910 W16D	APP CRS 164°	Rwy Idg 8500 TDZE 415 Apt Elev 433
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RNAV (GPS) Y RWY 16R
SEATTLE-TACOMA INTL (SEA)

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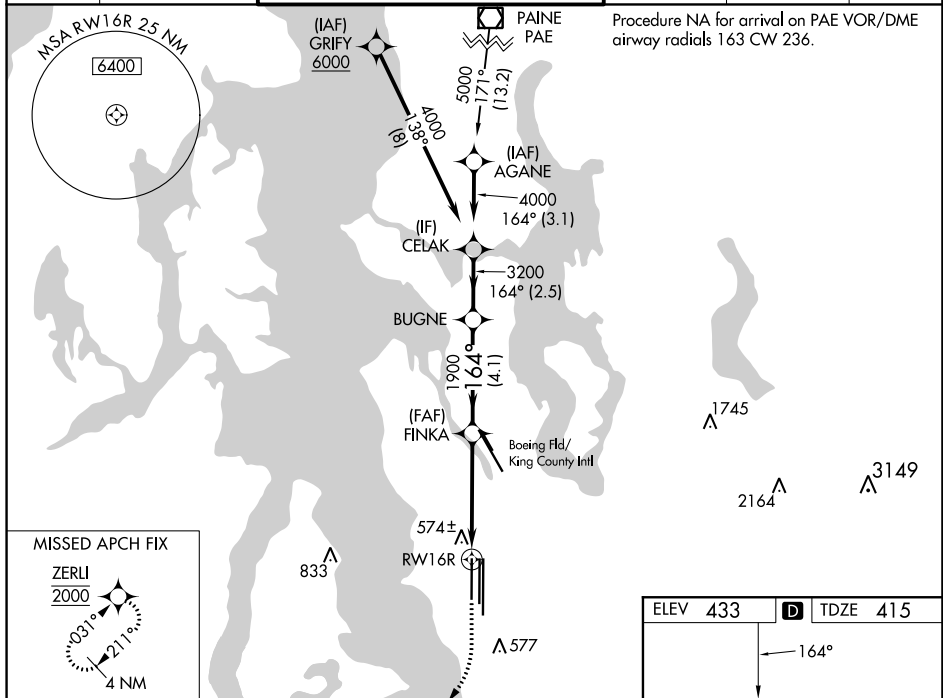
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



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

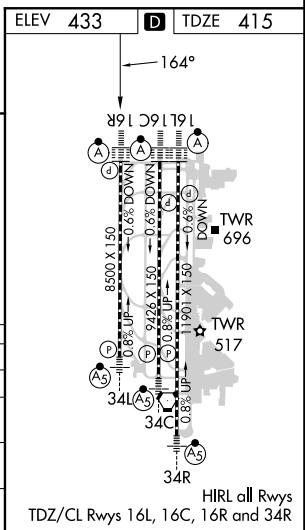
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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Procedure NA for arrival on PAE VOR/DME
airway radials 163 CW 236.

Diagram illustrating the FINKA 1900° glidepath. The glidepath is 1.64° above the horizontal. The distance from the runway (RW16R) to the 1900° fix is 3.3 NM. The distance from the 1900° fix to the 4000 feet fix is 4.1 NM. The distance from the 4000 feet fix to the 1900° fix is 2.5 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 69).

CATEGORY	A	B	C	D
LPV DA		615/18	200 (200-1/2)	
RNAV/VNAV DA		760/32	345 (400-5/8)	
RNAV MDA	840/24	425 (500-1/2)	840/40	425 (500-3/4)
C CIRCLING	1000-1	567 (600-1)	1000-1 1/2 567 (600-1 1/2)	1000-2 567 (600-2)



SEATTLE, WASHINGTON

Amdt 2A 12OCT17

SEATTLE-TACOMA INTL (SEA)

47°27'N-122°19'W

RNAV (GPS) Y RWY 16R

NW-1, 18 APR 2024 to 16 MAY 2024

NW-1, 18 APR 2024 to 16 MAY 2024