

APP CRS 164°	Rwy Ldg 8500 TDZE 415 Apt Elev 433
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RNAV (RNP) Z RWY 16R
SEATTLE-TACOMA INTL (SEA)

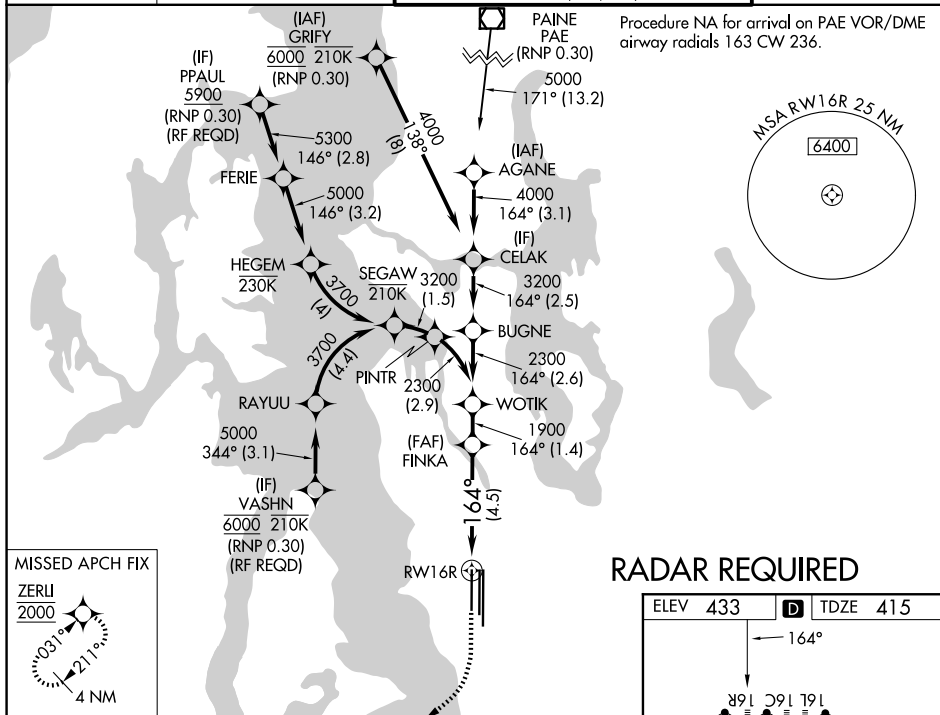
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHIN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase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

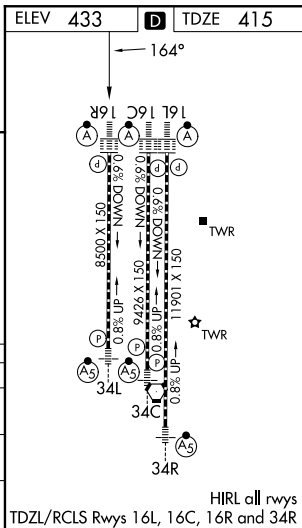
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
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RADAR REQUIRED

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 RNAV glidepath is shown at 164° and 1900 feet, while the VGSI glidepath is at 3.00° and 2300 feet. The diagram also shows the ZERLI VORTAC and the GP 3.00° TCH 55.

AUTHORIZATION REQUIRED



SEATTLE, WASHINGTON
Amdt 1A 12OCT17

47°27'N-122°19'W

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