

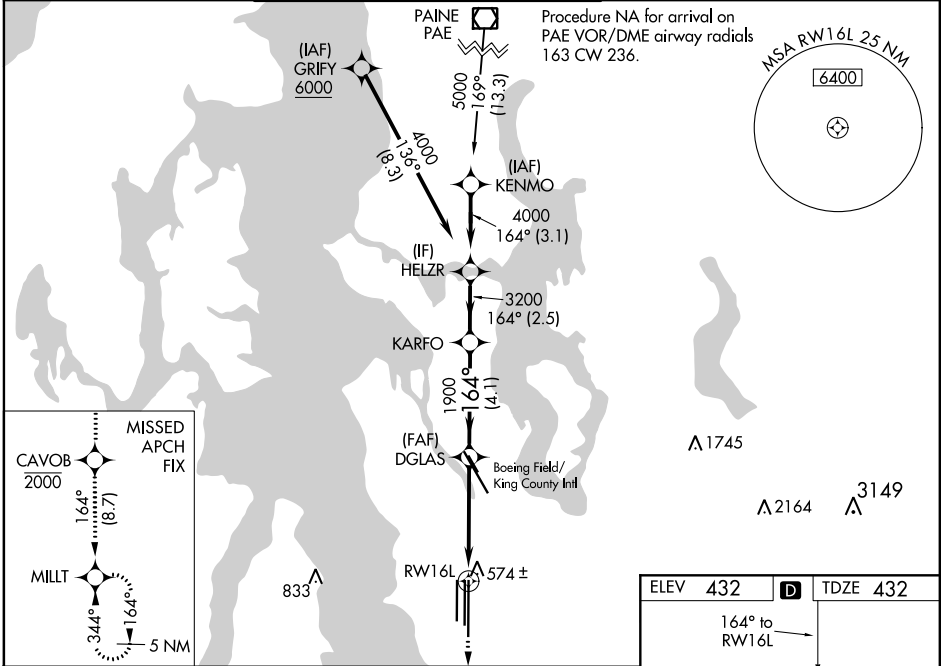
WAAS CH <b>63202</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg <b>11900</b> TDZE <b>432</b> Apt Elev <b>432</b>
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# RNAV (GPS) Y RWY 16L

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>ALSF-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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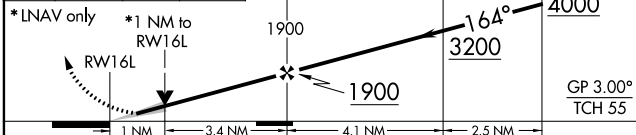
D-ATIS <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	GND CON <b>121.7</b>	CLNC DEL <b>128.0</b>	CPDLC
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NW-1, 03 JAN 2019 to 31 JAN 2019

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CAVOB 2000	5000	MILLT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).
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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)

