

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)

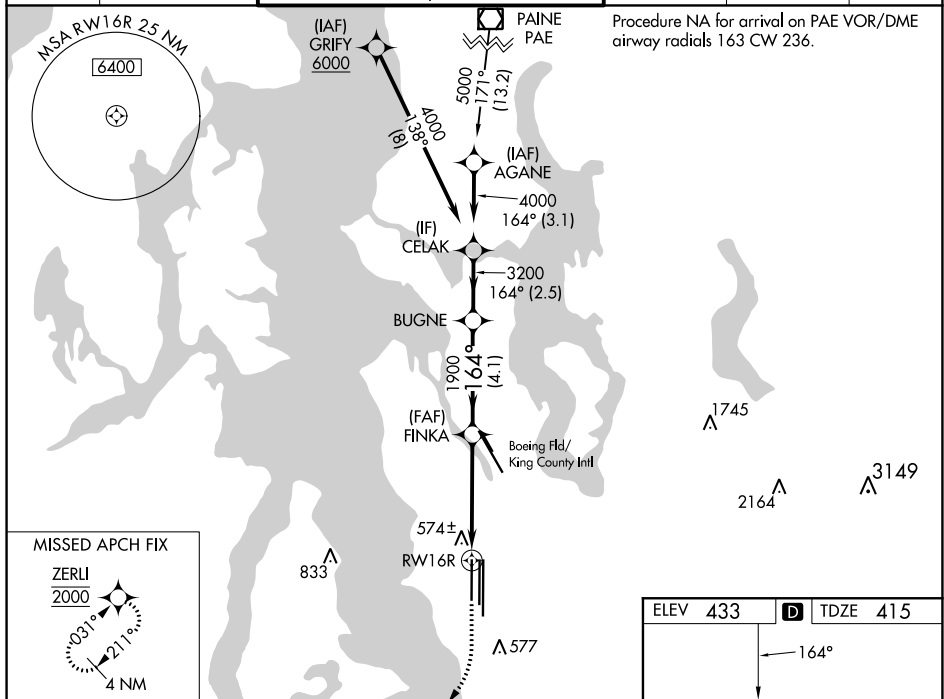
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 900 then climbing right turn direct ZERU to cross ZERU 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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The diagram illustrates a VOR/DME station setup. A vertical arrow points up from the station symbol, labeled "900". A curved arrow indicates a turn, labeled "ZERLI". The station symbol itself is a four-pointed star with "2000" below it. To the right, text reads "VGS1 and RNAV glidepath not coincident [VGS1 Angle 3.00°/TCH 69]". Further right, "CELAK" is written above a horizontal line. Below this, a diagonal line representing a glidepath starts from the station area and goes towards the top right. Key points along this path are labeled: "FINKA" at a distance of "1900", "BUGNE" at a distance of "3200", and "4000" at an angle of "164°". A dashed arc near the start of the path is labeled "RW16R" and "1.2 NM to RW16R". Horizontal distance segments are marked as "1.2", "3.3 NM", "4.1 NM", and "2.5 NM". At the bottom right, "GP 3.00° TCH 55" is noted.

