

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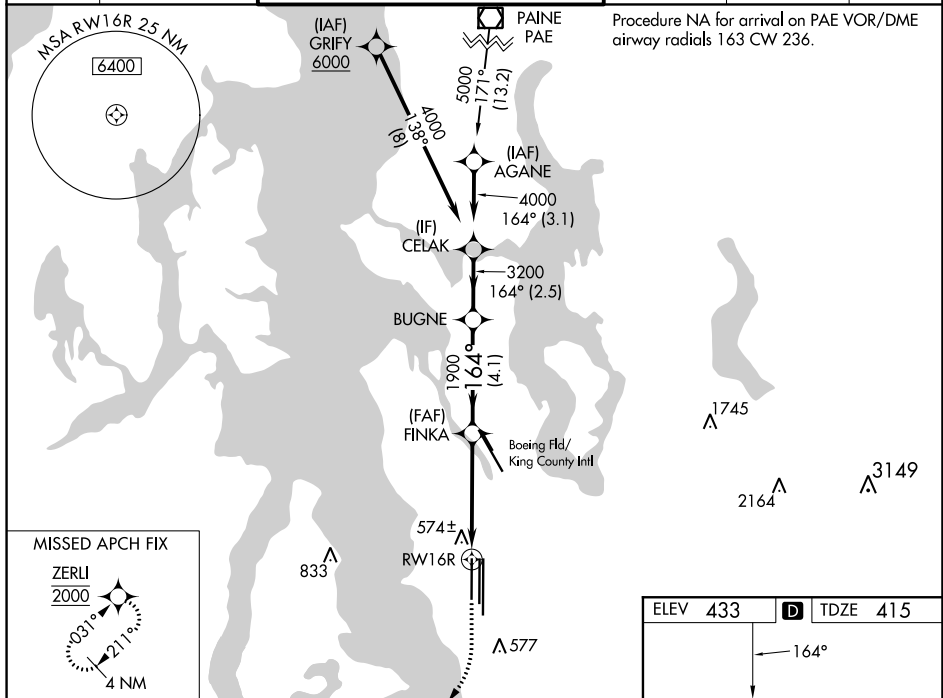
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



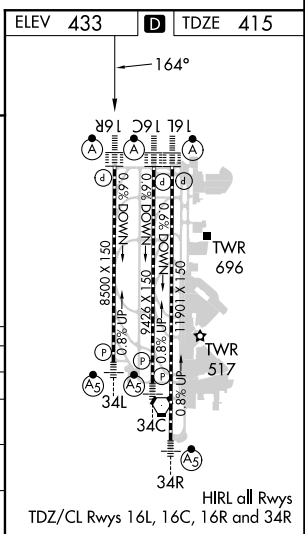
MISSED APPROACH: Climb to 900 then climbing right turn direct ZERU to cross ZERU at 2000 and hold.

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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Procedure NA for arrival on PAE VOR/DME
airway radials 163 CW 236.

Figure 1: Example of a RNAV 5 approach chart. The chart shows a 5 NM RNAV 5 approach to a runway (RW16R) with a 1.2 NM segment. The approach is a straight line with a 164° heading. The distance from the runway to the FINKA fix is 3.3 NM, and from FINKA to the bugne is 4.1 NM. The distance from the bugne to the runway is 2.5 NM. The chart also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 69). The chart includes a scale bar for 1.2 NM, 3.3 NM, 4.1 NM, and 2.5 NM. The chart also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 69). The chart includes a scale bar for 1.2 NM, 3.3 NM, 4.1 NM, and 2.5 NM. The chart also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 69). The chart includes a scale bar for 1.2 NM, 3.3 NM, 4.1 NM, and 2.5 NM.



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