

WAAS  
CH **77710**  
**W34B**

APP CRS  
**344°**

Rwy Idg **9426**  
TDZE **387**  
Apt Elev **432**

RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

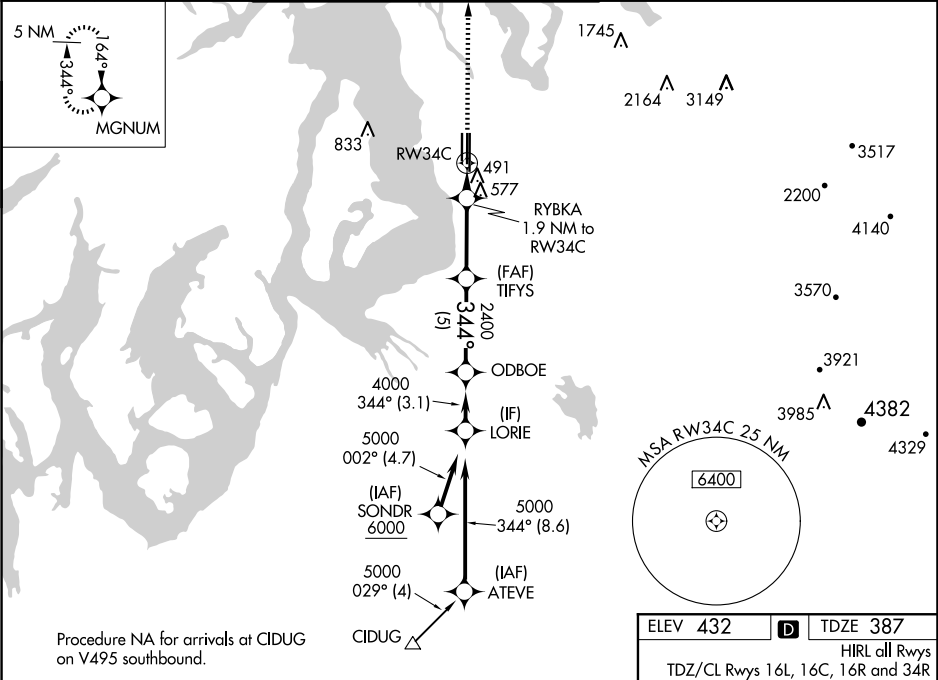
RNP APCH.

Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

MALSR

MISSED APPROACH:  
Climb to 5000 direct  
MGNUM and hold,  
continue climb-in-hold  
to 5000.

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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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).				
5000 344° 4000 2400 2400 *1020 RW34C *1.2 NM to RW34C				
GP 3.00° TCH 56 3.1 NM 5 NM 4.3 NM 0.7 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	610/24		223 (200-½)	
LNAV/VNAV DA	839/50		452 (500-1)	
LNAV MDA	880/24	493 (500-½)	880/55	493 (500-1)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)

