


WAAS CH <b>45810</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg <b>8500</b> TDZE <b>379</b> Apt Elev <b>433</b>
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RNAV (GPS) Y RWY 34L

SEATTLE-TACOMA INTL (SEA)

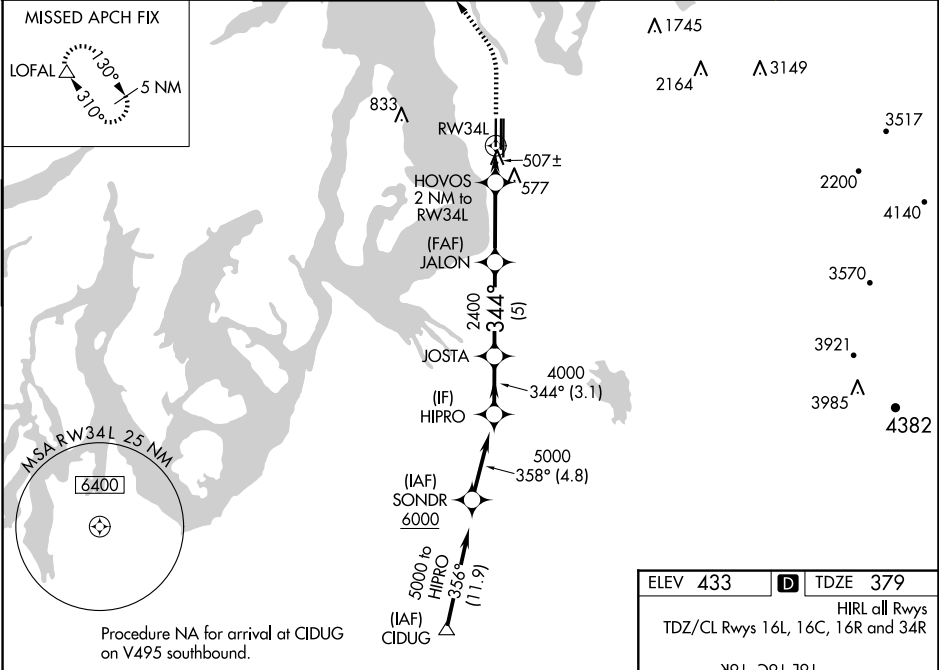
**⚠** DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

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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HIPRO		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).		900	5000	LOFAL
5000		344°		*LNAV only		
JOSTA		2400		*1.4 NM to RW34L		
JALON		2400		*1040		
HOVOS		2 NM to RW34L		RW34L		
GP 3.00° TCH 55		3.1 NM		0.6		
CATEGORY		A		B		
LPV DA#		579/24		200 (200-½)		
LNAV/VNAV DA		808/40		429 (400-¾)		
LNAV MDA		860/24		481 (500-½)		
CIRCLING		1000-1		567 (600-1)		
				1000-1½		
				567 (600-1½)		
				1000-2		
				567 (600-2)		

