

WAAS CH <b>42710</b> <b>W34D</b>	APP CRS <b>344°</b>	Rwy Idg <b>11901</b> TDZE <b>372</b> Apt Elev <b>433</b>
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RNAV (GPS) Y RWY 34R

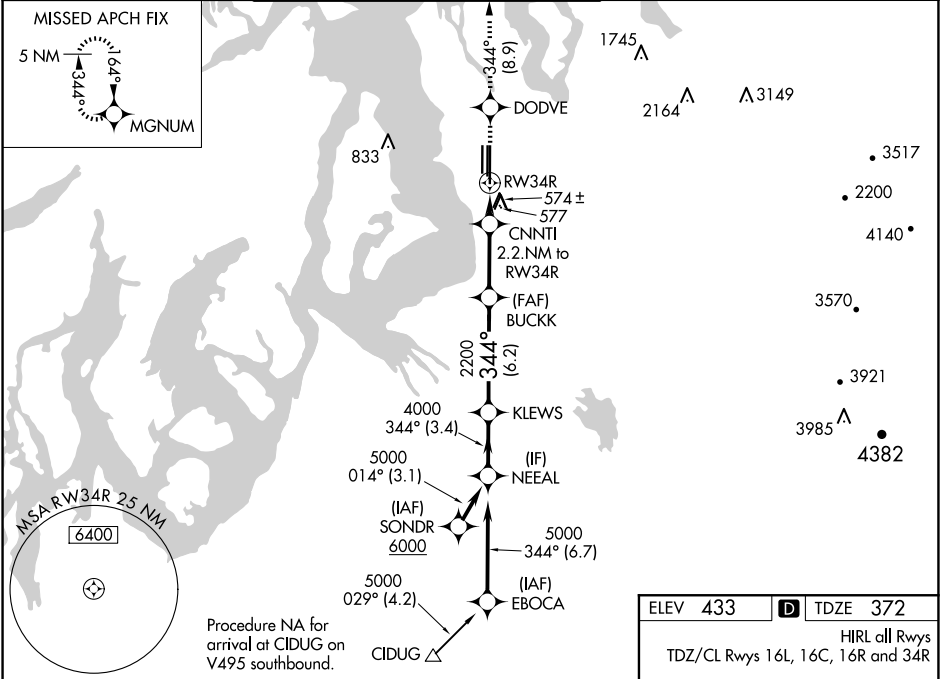
SEATTLE-TACOMA INTL (SEA)

▼ 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). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. For inoperative ALS, increase LNAV Cat C and D visibility to 1 3⁄8 SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct DODVE then climb to 5000 on track 344° to 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>	CINC DEL <b>128.0</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 81).					3000 ↑		DODVE ✦		5000 ↑ tr 344°		MGNUM ✦	

