

WAAS CH <b>77710</b> <b>W34B</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>387</b> Apt Elev <b>432</b>
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# RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

RNP APCH.

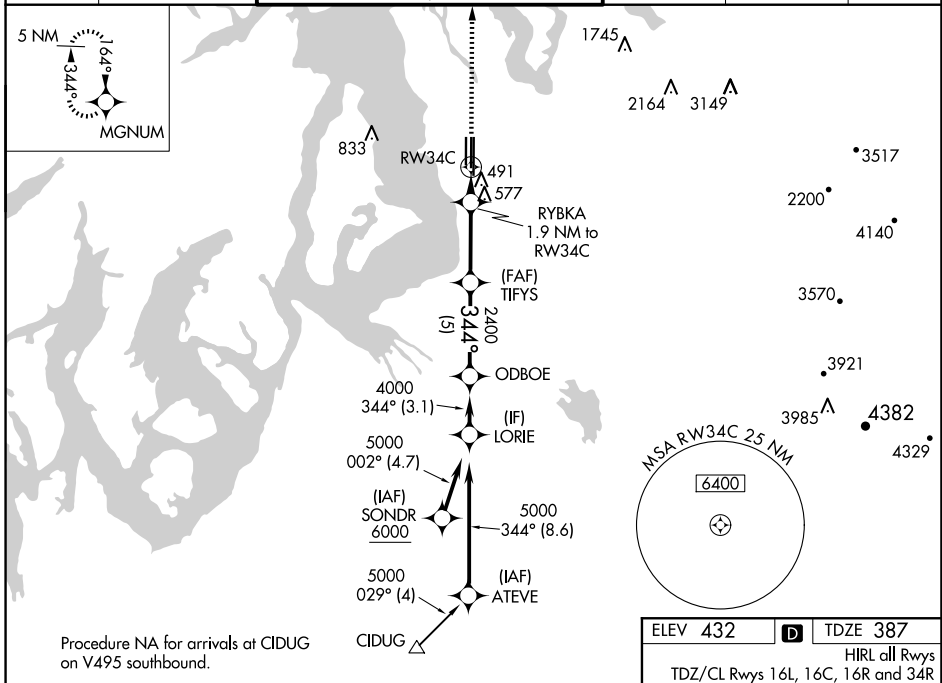
Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

MALS



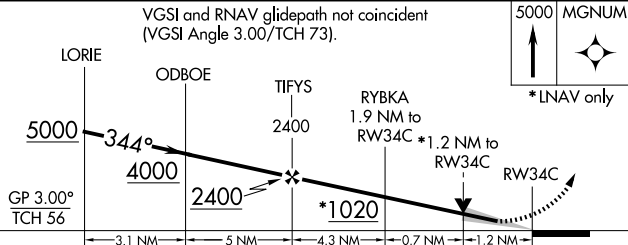
MISSED APPROACH:  
Climb to 5000 direct  
MGNUM and hold,  
continue climb-in-hold  
to 5000.

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>	CINC DEL <b>128.0</b>	CPDLC
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Procedure NA for arrivals at CIDUG on V495 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



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)

