

APP CRS <b>344°</b>	Rwy Ldg <b>8500</b>
	TDZE <b>379</b>
	Apt Elev <b>433</b>

# RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

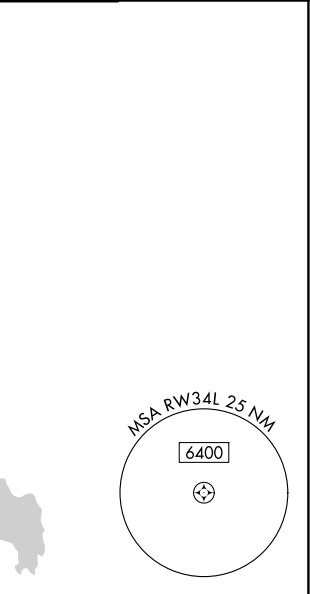
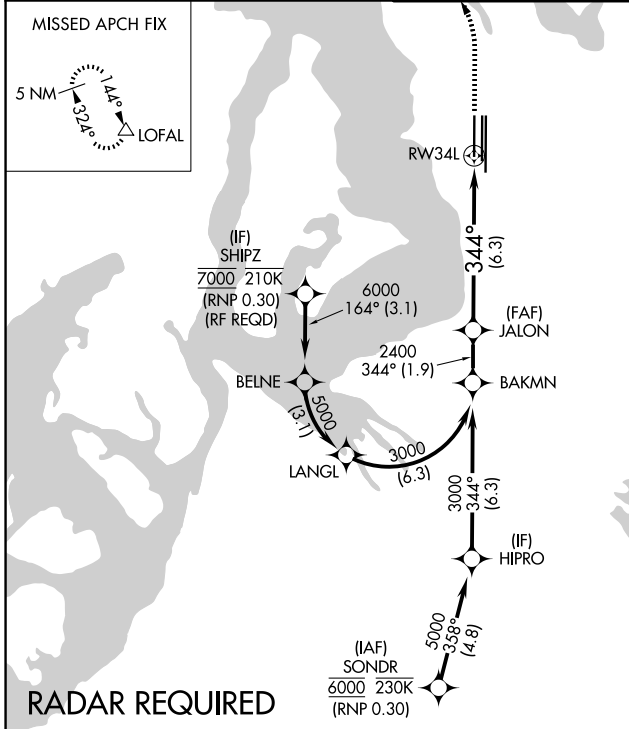
**▽** For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1½ mile.

MALSR



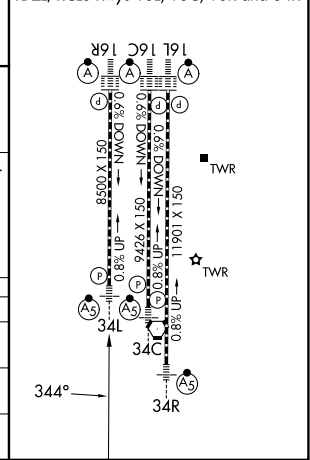
**MISSED APPROACH:** Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

D-ATIS <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (16L, 16C, 34C, 34R) <b>120.95 239.3</b> (16R, 34L)	GND CON <b>121.7</b>
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ELEV 433	<b>D</b> TDZE 379
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HIRL all rwy's  
TDZL/RCLS Rwy's 16L, 16C, 16R and 34R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).				
BAKMN	JALON	900	5000	LOFAL
3000	2400	↑	↙	△
See planview for multiple IF locations.				
GP 3.00° TCH 55	2400	RWY 34L		
	1.9 NM	6.3 NM		
CATEGORY	A	B	C	D
RNP 0.15 DA	695/24	316 (300-½)	695/40	316 (300-¾)
RNP 0.30 DA	787/50 408 (400-1)			
<b>AUTHORIZATION REQUIRED</b>				

NW-1, 16 APR 2026 to 14 MAY 2026

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