

|                                        |                        |                                                                |
|----------------------------------------|------------------------|----------------------------------------------------------------|
| WAAS<br>CH <b>42710</b><br><b>W34D</b> | APP CRS<br><b>344°</b> | Rwy Ldg <b>11901</b><br>TDZE <b>372</b><br>Apt Elev <b>433</b> |
|----------------------------------------|------------------------|----------------------------------------------------------------|

RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

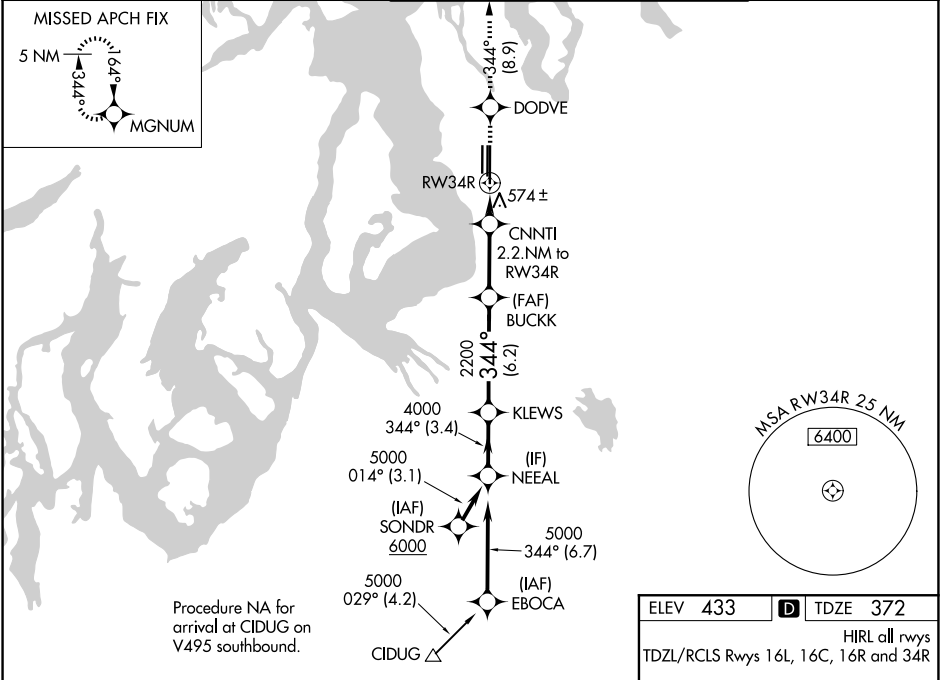
**▼** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. 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.

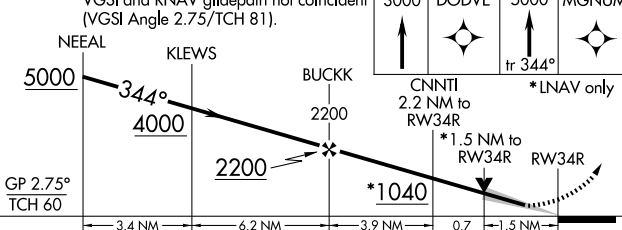
MALSR



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<br><b>118.0</b> | SEATTLE APP CON<br><b>133.65 273.45</b> | SEATTLE TOWER<br><b>119.9 239.3</b> (16L, 16C, 34C, 34R)<br><b>120.95 239.3</b> (16R, 34L) | GND CON<br><b>121.7</b> |
|------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------|-------------------------|



|                                                                                    |                           |   |                            |   |
|------------------------------------------------------------------------------------|---------------------------|---|----------------------------|---|
| VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 81).                   |                           |   |                            |   |
|  |                           |   |                            |   |
| CATEGORY                                                                           | A                         | B | C                          | D |
| LPV DA#                                                                            | 572/24 200 (200-1⁄2)      |   |                            |   |
| LNAV/VNAV DA                                                                       | 915-1 1⁄2 543 (500-1 1⁄2) |   |                            |   |
| LNAV MDA                                                                           | 840/24 468 (500-1 1⁄2)    |   | 840/50 468 (500-1)         |   |
| CIRCLING                                                                           | 1000-1 567 (600-1)        |   | 1000-1 1⁄2 567 (600-1 1⁄2) |   |
|                                                                                    |                           |   | 1000-2 567 (600-2)         |   |

