RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

APP CRS	Rwy Idg	8500
344°	TDZE	379
	Apt Elev	433

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 1⅜ mile.

MALSR

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

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

MISSED APCH FIX

5 NM 144° 324° LOFAL

2164 3149

833

RW34L

577

(IF) SHIPZ

7000 210K

(RNP 0.30)

(RF REQD)

6000

164° (3.1)

344° (6.3)

(FAF) JALON

2400

344° (1.9)

BAKMN

BELNE

5000 (3.1)

LANGL

3000 (6.3)

3000 344° (6.3)

(IF) HIPRO

5000 358° (4.8)

(IAF) SONDR

6000 230K

(RNP 0.30)

MSA RW34L 25 NM

6400

RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

900 5000 LOFAL

See planview for multiple IF locations.

BAKMN JALON

3000 344° 2400

RW34L

GP 3.00° TCH 55

2400

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)			

AUTHORIZATION REQUIRED

ELEV 433 D TDZE 379

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

16L 16C 16R

0.6% DOWN

0.6% DOWN

0.6% DOWN

8500 X 150

9426 X 150

11900 X 150

0.8% UP

0.8% UP

0.8% UP

TWR 696

TWR 517

34L 34C 34R

344° to RW34L

NW-1, 10 OCT 2019 to 07 NOV 2019

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