

WAAS CH <b>45810</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>379</b> Apt Elev <b>433</b>
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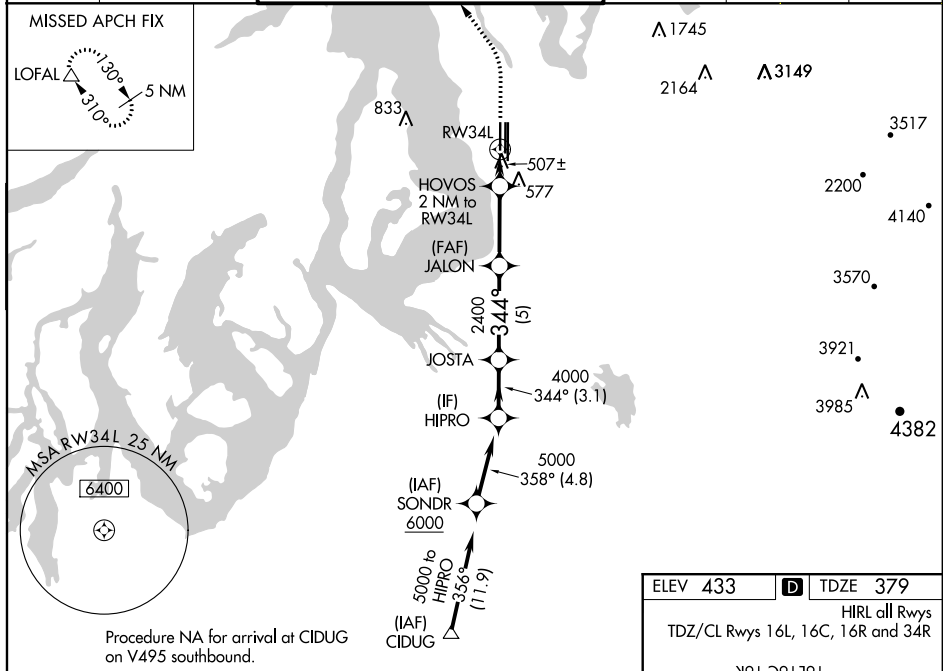
# RNAV (GPS) Y RWY 34L

SEATTLE-TACOMA INTL (SEA)

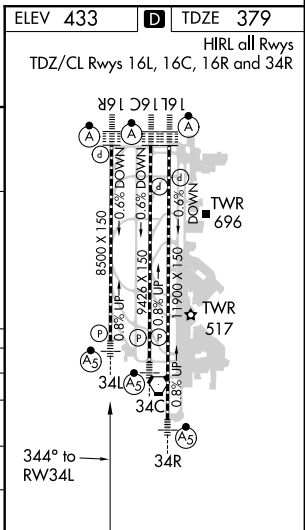
**▼** DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{2}$  SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1 $\frac{1}{2}$  SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R	MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.
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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>	CLNC DEL <b>128.0</b>	CPDLC
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HIPRO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		900	5000	LOFAL
	JOSTA	JALON	HOVOS		
5000	344°	2400	2400	1.4 NM to RWY34L	*RNAV only
4000					
GP 3.00°					
TCH 55					
	3.1 NM	5 NM	4.3 NM	0.6 NM	1.4 NM
CATEGORY	A	B	C	D	
LPV DA#		579/24	200 (200- $\frac{1}{2}$ )		
LNAV/VNAV DA		808/40	429 (400- $\frac{3}{4}$ )		
LNAV MDA	860/24	481 (500- $\frac{1}{2}$ )	860/55	481 (500-1)	
CIRCLING	1000-1	567 (600-1)	1000-1 $\frac{1}{2}$	1000-2	
			567 (600-1 $\frac{1}{2}$ )	567 (600-2)	



NW-1, 10 OCT 2019 to 07 NOV 2019

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