

APP CRS 344°	Rwy Idg 11901 TDZE 372 Apt Elev 432
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RNAV (RNP) Z RWY 34R
SEATTLE-TACOMA INTL (SEA)

RNP AR APCH.

T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.28 all Cats visibility to 1½ SM. Inop table does not apply to RNP 0.30.

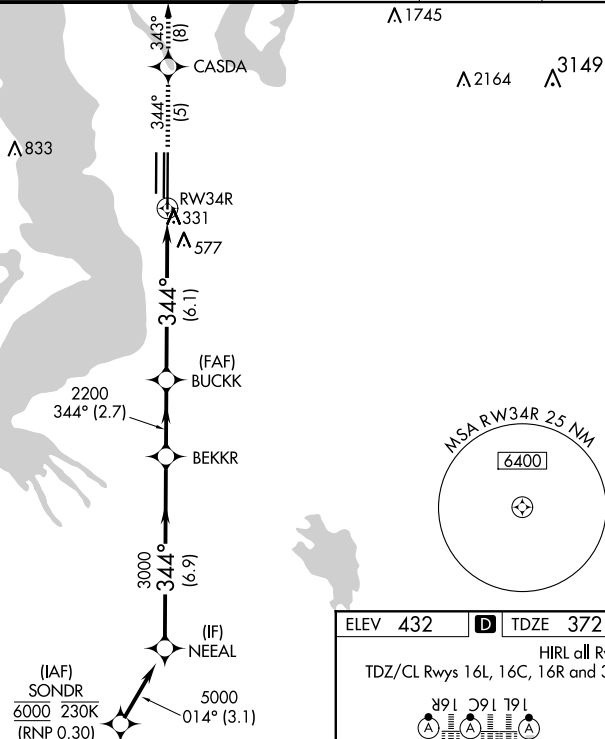
MALSR



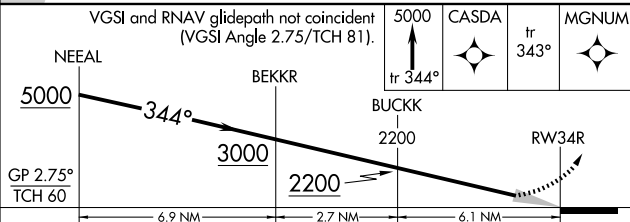
MISSED APPROACH: Climb to 5000 on track 344° to CASDA and on track 343° to MGNUM and hold, continue climb-in-hold to 5000.

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

A circular logo for MSA RW34R 25 NM. The text "MSA RW34R 25 NM" is curved along the top inner edge. In the center, there is a small square containing the number "6400" and a four-pointed star symbol below it.

VGSI and RNAV glidepath not coincident
(VGSI Angle 2.75/TCH 81).



CATEGORY	A	B	C	D
RNP 0.28 DA	867/50 495 (500-1)			
RNP 0.30 DA	880-1½ 508 (500-1½)			

AUTHORIZATION REQUIRED

ELEV 432 **D** TDZE 372

HIRL all Rwy's
TDZ/CL Rwy's 16L, 16C, 16R and 34R

Diagram illustrating the HIRL (High Intensity Runway Lighting) layout for Runway 34R. The runway length is 11901 feet. The diagram shows the centerline lights (A5) and side lights (A) at both ends. The runway is divided into sections: 8500 X 150, 9024 X 150, and 11901 X 150. The diagram also indicates the TDZE (Touchdown Zone Elevation) at 34R, marked with a star symbol, and the TWR (Tower) location at 696 feet. The runway is labeled with 34L, 34C, and 34R. The diagram includes a heading of 344° at the 34R end.