

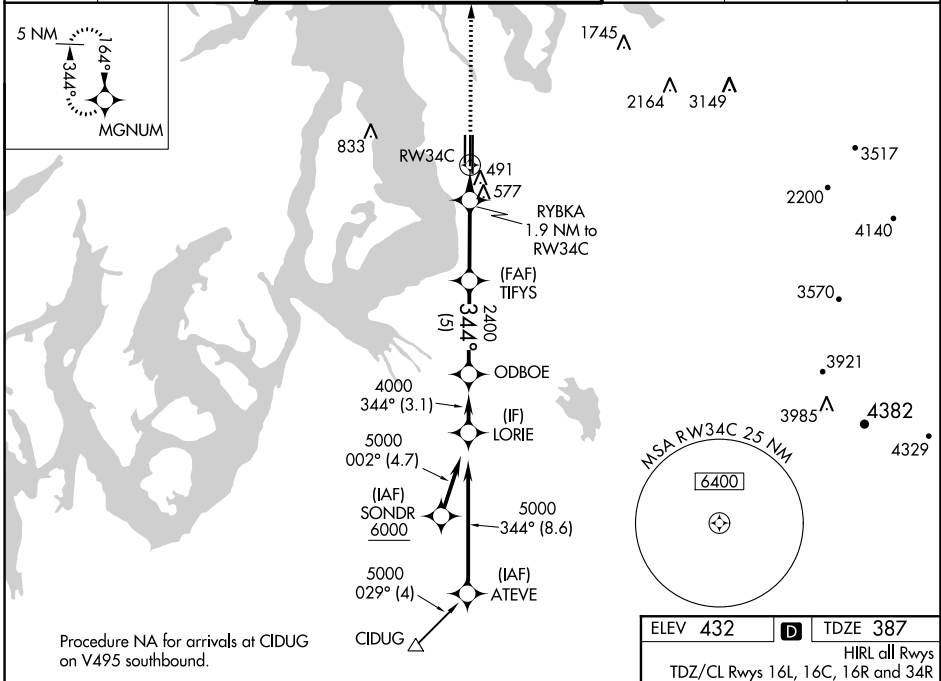
WAAS CH <b>77710</b> <b>W34B</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>387</b> Apt Elev <b>432</b>
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# RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

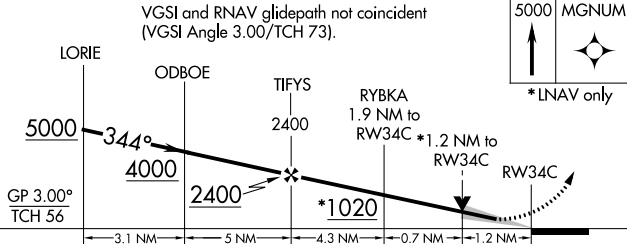
RNP APCH. ▼ Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).	MALSR 	MISSED APPROACH: Climb to 5000 direct MGNUM and hold, continue climb-in-hold to 5000.
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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>	CINC DEL <b>128.0</b>	CPDLC
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Procedure NA for arrivals at CIDUG on V495 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
LPV DA		610/24	223 (200-½)	
LNAV/VNAV DA		839/50	452 (500-1)	
LNAV MDA	880/24	493 (500-½)	880/55	493 (500-1)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)

