

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

# RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

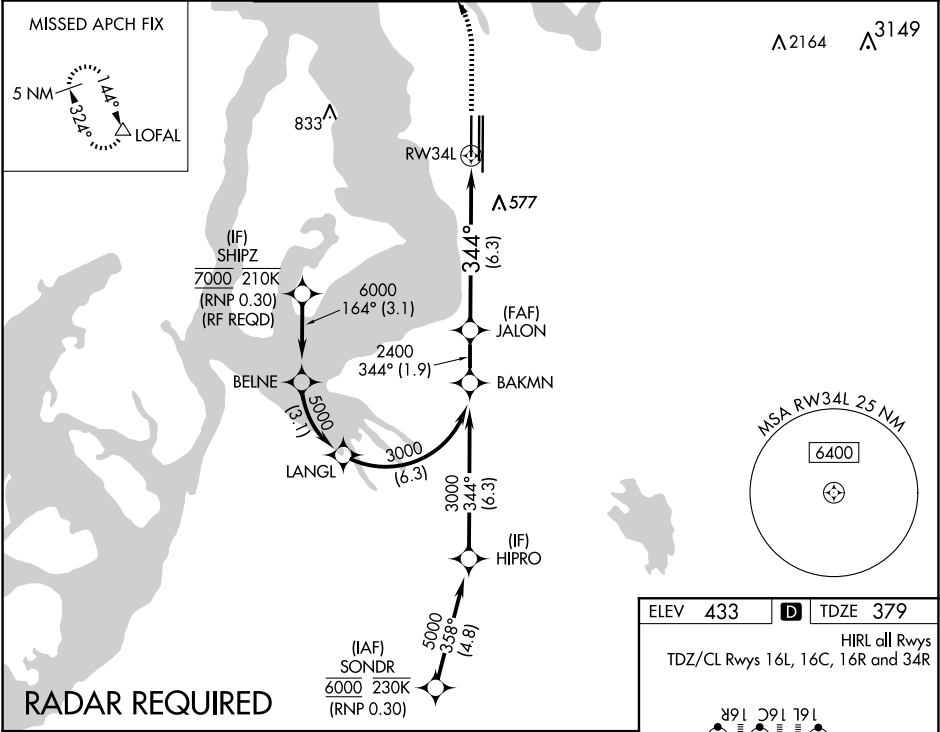
**⚠** For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1½ mile.

MALS R



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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7   | 128.0    |       |



**RADAR REQUIRED**

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

BAKMN JALON

3000 344° 2400

GP 3.00° TCH 55

1.9 NM 6.3 NM

See planview for multiple IF locations.

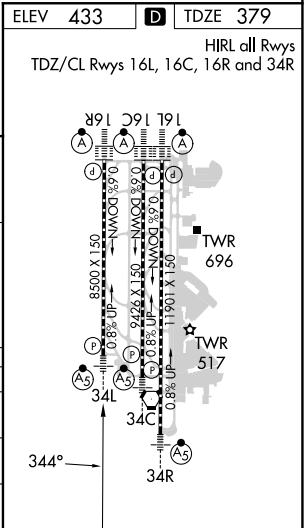
RWY 34L

|             |                    |             |        |             |
|-------------|--------------------|-------------|--------|-------------|
| 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



NW-1, 02 OCT 2025 to 30 OCT 2025

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