

APP CRS 344°	Rwy Idg TDZE Apt Elev	9426 387 432
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RNAV (RNP) Z RWY 34C
SEATTLE-TACOMA INTL (SEA)

RNP AR APCH.

T For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Simultaneous approach authorized except arrivals at SHIPZ. Use of FD or AP required during simultaneous operations.

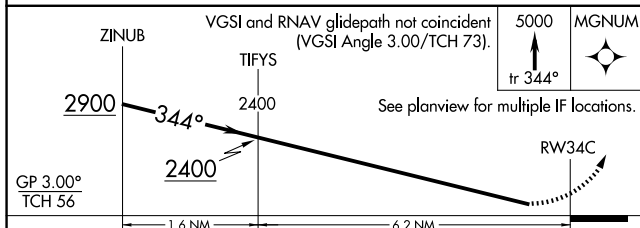
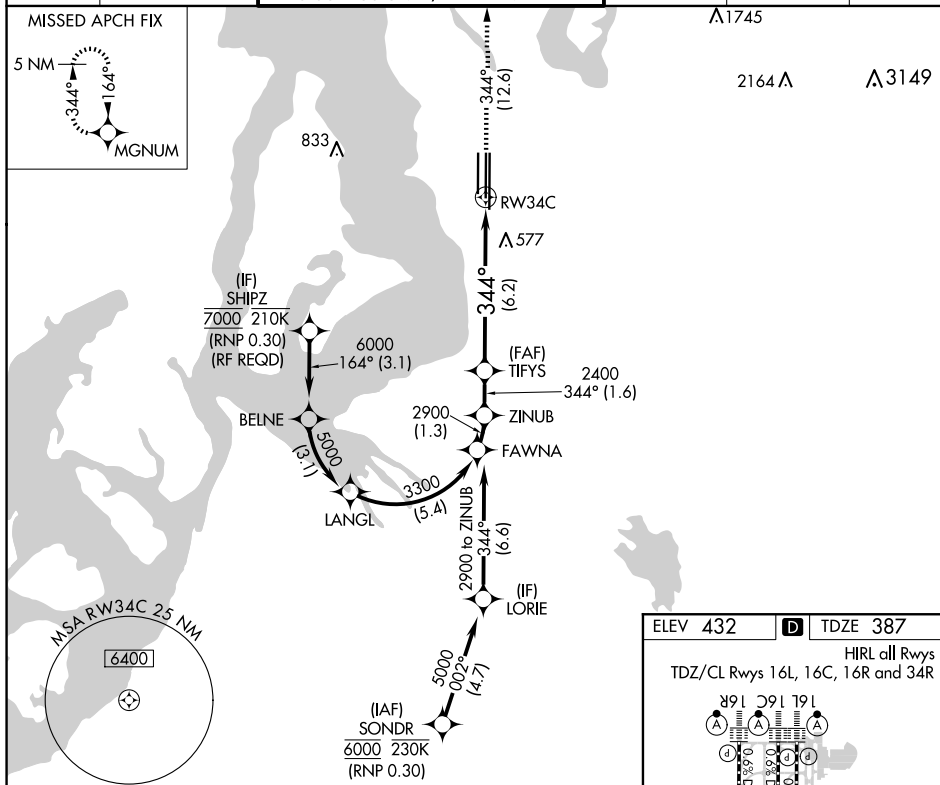
MALSR



MISSED APPROACH: Climb to 5000 on track 344° 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



CATEGORY	A	B	C	D
RNP 0.30 DA	829/50 442 (400-1)			

AUTHORIZATION REQUIRED

ELEV 432 D TDZE 387

HIRL all Rwyws
TDZ/CL Rwyws 16L, 16C, 16R and 34R

Diagram illustrating the runway layout and associated lights for Runway 16 (16L, 16C, 16R) and Runway 34 (34L, 34C, 34R). The diagram shows the runway centerlines, edge lights, and various lights (A, P, A5, TWR) and markers (16L, 16C, 16R, 34L, 34C, 34R) along the runways. The runway widths are indicated as 8500 x 150 for Runway 16 and 9426 x 150 for Runway 34. The diagram also shows the runway numbers 16L, 16C, 16R, 34L, 34C, and 34R. The diagram is oriented with 344 degrees at the bottom.