WAAS	APP CRS	Rwy Ldg	8500
CH 45810	344°	TDZE	379
W34A		Apt Elev	433

RNAV (GPS) Y RWY 34L

SEATTLE-TACOMA INTL (SEA)

T 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 1⅜ SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1⅜ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

MISSED APCH FIX

LOFAL 130° 310° 5 NM

RW34L

507±

HOVOS 2 NM to RW34L

(FAF) JALON

2400

344° (5)

JOSTA

4000

344° (3.1)

(IF) HIPRO

5000

358° (4.8)

(IAF) SONDR

6000

5000 to HIPRO 356° (11.9)

(IAF) CIDUG

Procedure NA for arrival at CIDUG on V495 southbound.

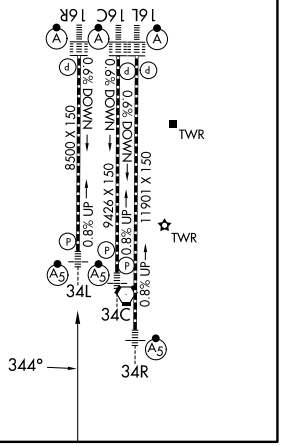
MSA RW34L 25 NM

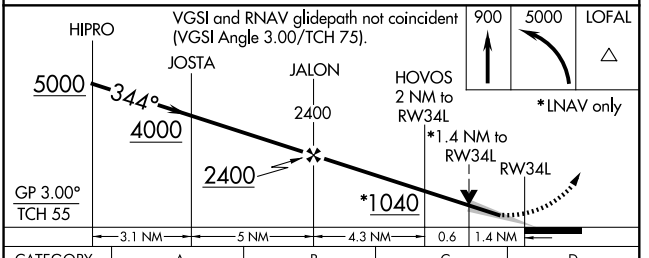
6400

ELEV 433 D TDZE 379

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R





CATEGORY	A	B	C	D
LPV DA#	579/24 200 (200-½)			
LNAV/VNAV DA	808/40 429 (400-¾)			
LNAV MDA	860/24 481 (500-½)		860/55 481 (500-1)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026