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10 AUG 2023

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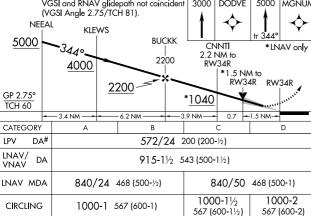
to 10 AUG 2023

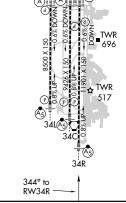
WAAS Rwy Idg 11901 APP CRS CH 42710 TDŹE 372 344° **W34D** Apt Elev 433

## RNAV (GPS) Y RWY 34R SEATTLE-TÁCOMA INTL (SEA)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV MISSED APPROACH: Climb MALSR to 3000 direct DODVE then climb to 5000 on track 344° to MGNUM and hold, continue

NA below -6°C (22°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. For inoperative ALS, increase LNAV Cat C and D visibility to 1\% SM. climb-in-hold to 5000. #RVR 1800 authorized with use of FD or AP or HUD to DA SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) SEATTLE APP CON CLNC DEL **D-ATIS GND CON CPDLC** 133.65 273.45 121.7 128.0 118.0 120.95 239.3 (Rwys 16R, 34L) MISSED APCH FIX 1745 344°, (8.9) 5 NM 1,3149 DODVE MGNUM . 3517 833 RW34R . 2200 -574± - 577 CNNTI 4140° 2.2.NM to RW34R (FAF) 3570 **BUCKK** (6.2). 3921 4000 **KLEWS** 3985 A 344° (3.4) 4382 5000 (IF) 014° (3.1) NÈEAL RW34R 25 1/4 (IAF SÖNDR 6400 5000 6000 344° (6.7) 5000 (IAF)  $\bigcirc$ 029° (4.2). EBOCA 433 D TDZE 372 Procedure NA for HIRL all Rwys arrival at CIDUG on CIDUG 🖄 TDZ/CL Rwys 16L, 16C, 16R and 34R V495 southbound. VGSI and RNAV glidepath not coincident 19119C 19B 3000 DODVE 5000 MGNUM (VGSI Angle 2.75/TCH 81). NEEAL KLEWS





SEATTLE, WASHINGTON Amdt 2D 12OCT17