

LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 344°	Rwy ldg TDZE 8500 379 Apt Elev 433
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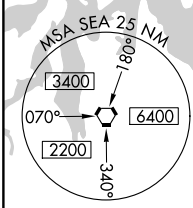
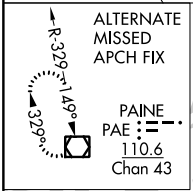
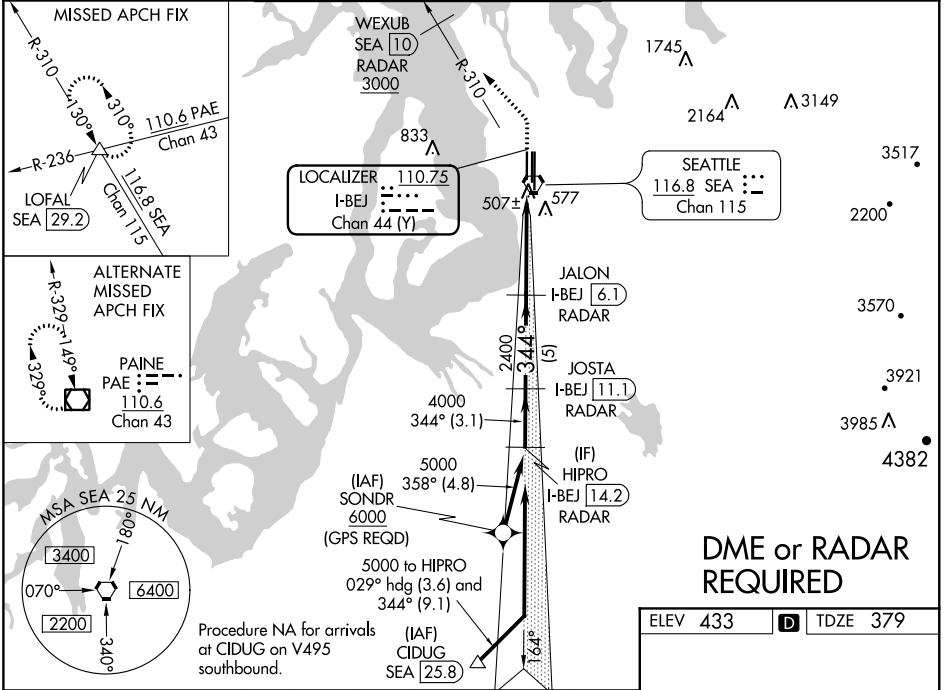
ILS RWY 34L (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

▼ DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

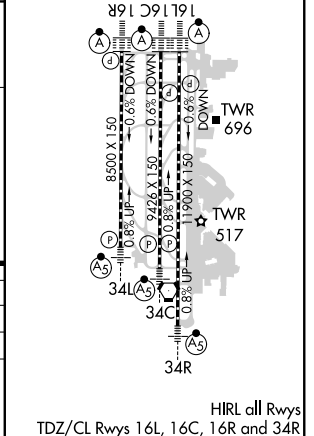
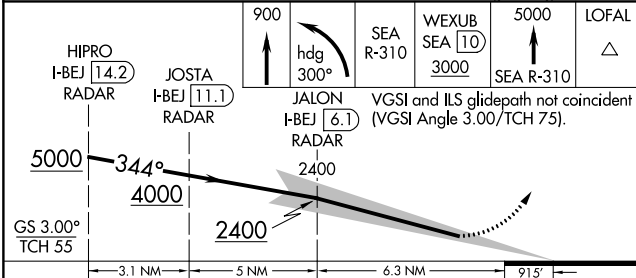
MALS R
MISSED APPROACH: Climb to 900 then climbing left turn on heading 300° and on SEA VORTAC R-310 to cross WEXUB/10 DME/RADAR at or above 3000, then climb to 5000 on SEA VORTAC R-310 to LOFAL/SEA 29.2 DME and hold.

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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DME or RADAR REQUIRED

ELEV 433	D TDZE 379
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CATEGORY	A	B	C	D
S-ILS 34L		SA CAT I	RA 213/14	150 DA 529
S-ILS 34L		SA CAT II	RA 117/12	100 DA 479

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 31 JAN 2019 to 28 FEB 2019

NW-1, 31 JAN 2019 to 28 FEB 2019