

LOC/DME I-SEA 110.3 Chan 40	APP CRS 344°	Rwy Idg 11901 TDZE 372 Apt Elev 432
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ILS RWY 34R (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

From SONDR: RNAV 1-GPS required. DME or RADAR required.

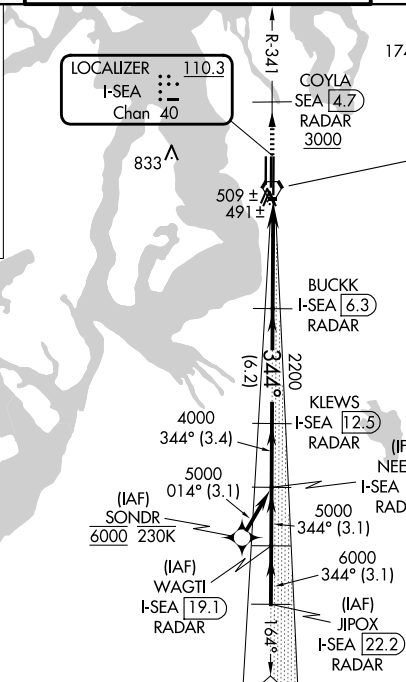
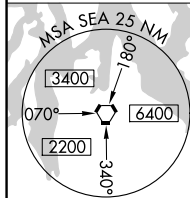
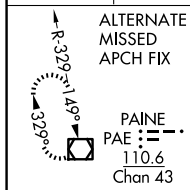
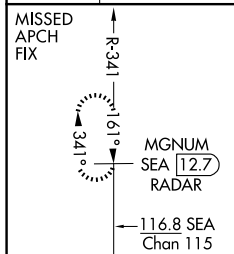
T Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

A circuit diagram showing a battery at the top, connected to a variable resistor labeled A5, which is then connected to a lamp. The lamp is represented by a circle with a cross inside.

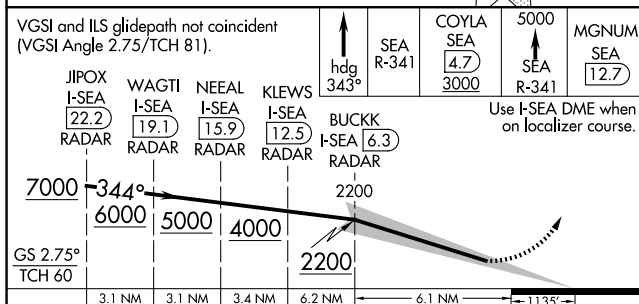
MISSED APPROACH: Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

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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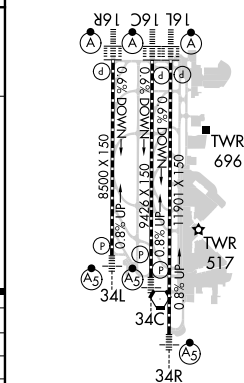
ELEV 432	D	TDZE 372
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VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 81).



CATEGORY	A	B	C	D
S-ILS 34R	SA CAT I	RA 250/14	150	DA 522
S-ILS 34R	SA CAT II	RA 200/12	100	DA 472

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



HIRL all Rwy's
TDZ/CL Rwy's 16L, 16C, 16R and 34R