

LOC/DME I-BEJ	APP CRS	Rwy ldg TDZE	8500
<b>110.75</b>	<b>344°</b>	<b>379</b>	
Chan 44 (Y)		Apt Elev	<b>433</b>

ILS or LOC RWY 34L

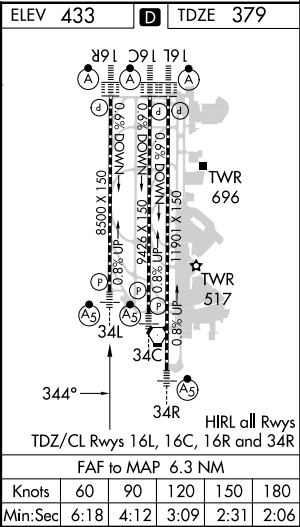
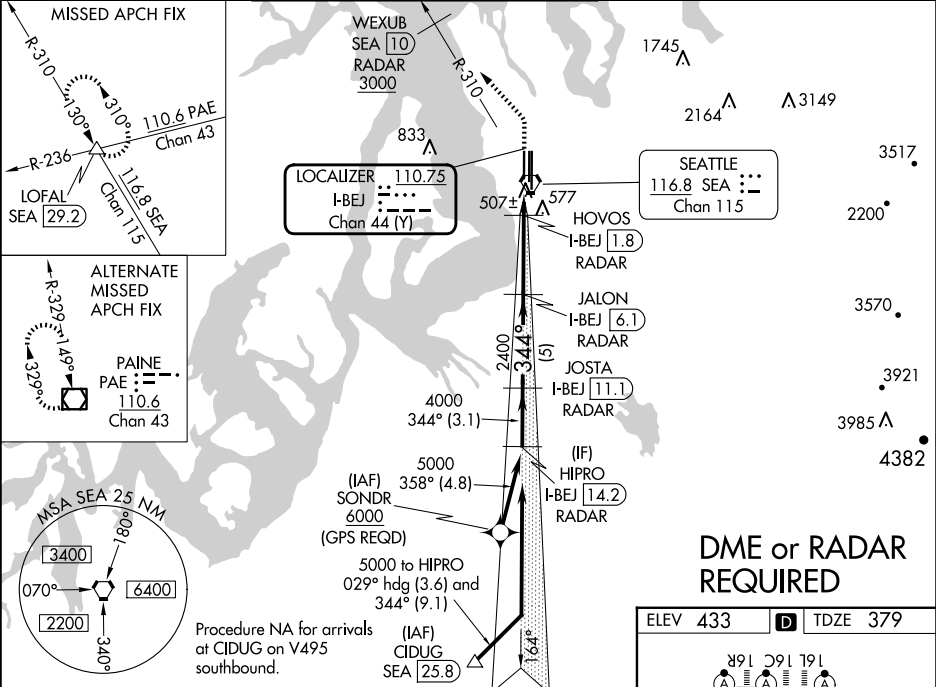
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required.  
Simultaneous approach authorized with Rwy 34R/C.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
<b>118.0</b>	<b>133.65 273.45</b>	<b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	<b>121.7</b>	<b>128.0</b>	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	900	SEA R-310	WEXUB SEA 10 3000	5000	LOFAL
HIPRO I-BEJ 14.2 RADAR	JOSTA I-BEJ 11.1 RADAR	JALON I-BEJ 6.1 RADAR	HOVOS I-BEJ 1.8 RADAR	I-BEJ DME ANTENNA	I-BEJ 0.2
5000	344°	4000	2400	*1040	
GS 3.00° TCH 55	3.1 NM	5 NM	4.3 NM	0.9	1 NM
CATEGORY	A	B	C	D	
S-ILS 34L#	579/24 200 (200-½)				
S-LOC 34L	760/24	381 (400-½)	760/40	381 (400-¾)	
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)	