

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

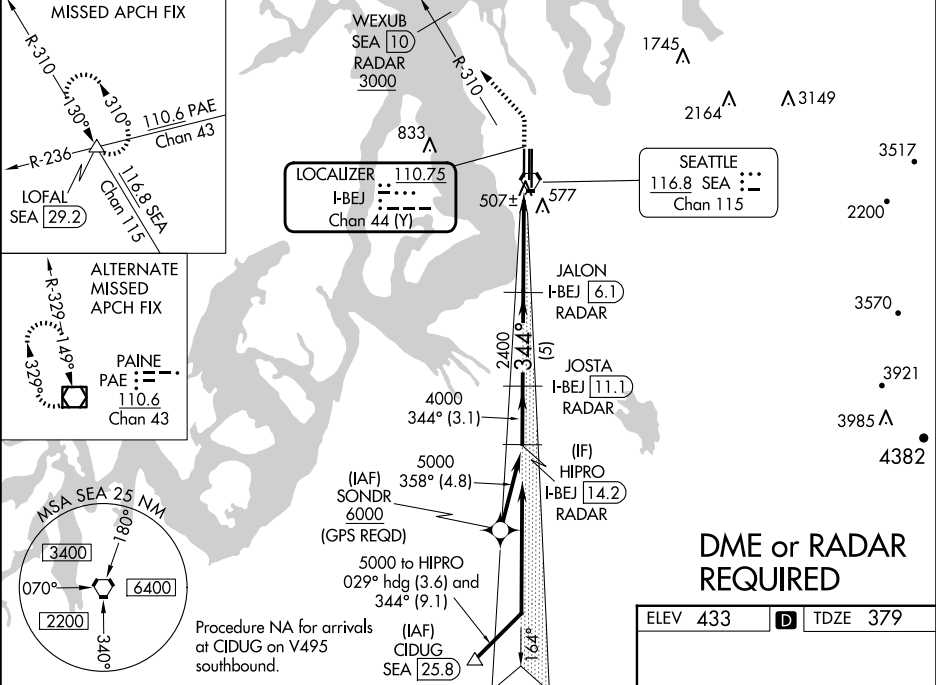
SEATTLE-TACOMA INTL (SEA)

▼ 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.

MALSR

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 <b>118.0</b>	SEATTLE APP CON <b>133.65 273.45</b>	SEATTLE TOWER <b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R) <b>120.95 239.3</b> (Rwys 16R, 34L)	GND CON <b>121.7</b>	CLNC DEL <b>128.0</b>	CPDLC
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HIPRO I-BEJ 14.2 RADAR	JOSTA I-BEJ 11.1 RADAR	3000 JALON I-BEJ 6.1 RADAR	5000 WEXUB SEA 10 RADAR	LOFAL SEA R-310
GS 3.00° TCH 55	3.1 NM	5 NM	6.3 NM	915'
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

