

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

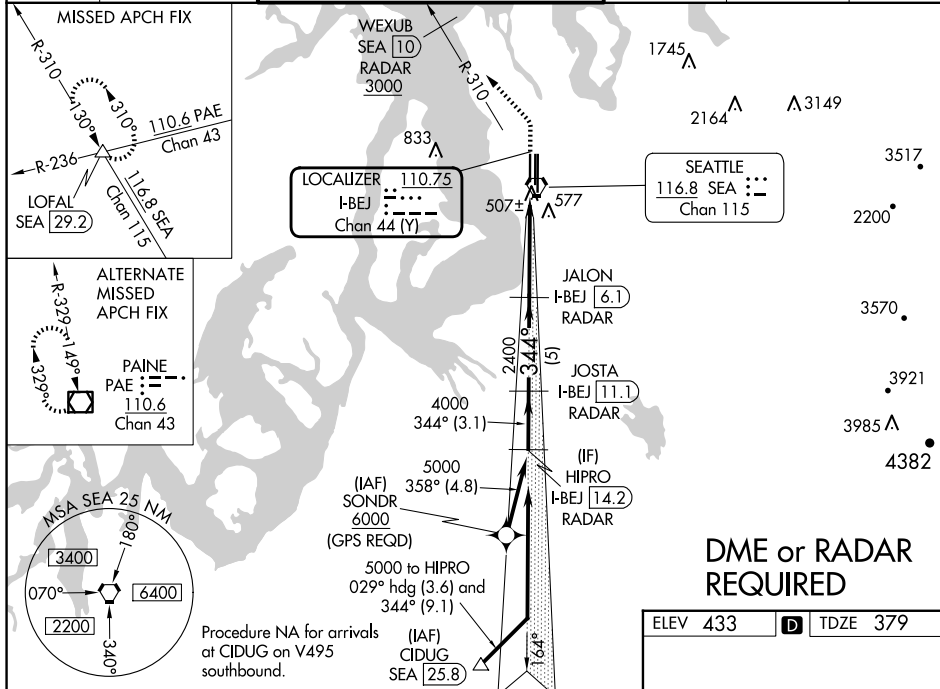
T DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 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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HIPRO
I-BEJ 14.2
RADAR

JOSTA
I-BEJ 11.1
RADAR

JALON
I-BEJ 6.1
RADAR

WEXUB
SEA 10
3000
SEA R-310

LOFAL
△
SEA R-310

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 75).

GS 3.00° TCH 55

5000 → **344°** → **4000** → **2400** → **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

