

ILS RWY 34L (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

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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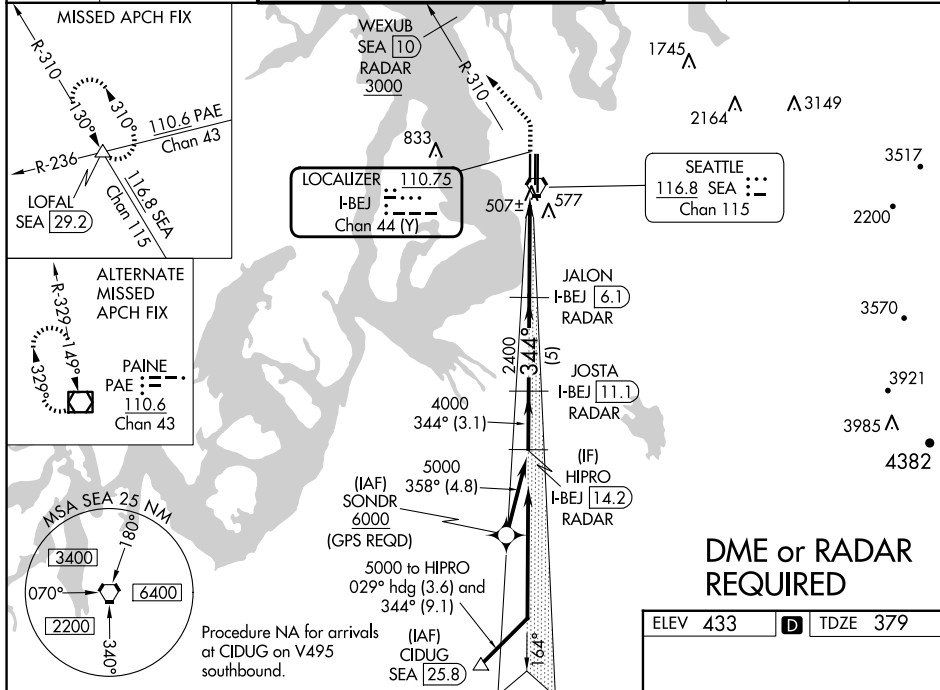
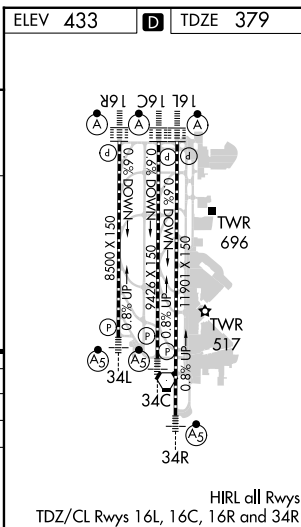


Diagram illustrating the S-ILS 34L approach for runway 34. The diagram shows the glide path (3.00° TCH 55) and the approach segments (A, B, C, D) with distances in NM. Key data points include:

- GLIDE PATH: 3.00° TCH 55
- SEGMENT A: 3.1 NM
- SEGMENT B: 5 NM
- SEGMENT C: 6.3 NM
- SEGMENT D: 915'
- ALTITUDES: 5000, 3440, 2400, 2400
- HEADINGS: 300°
- LOCATOR: 3000
- WEXUB: SEA 10
- JALON: I-BEJ 6.1
- JOSTA: I-BEJ 11.1
- HIPRO: I-BEJ 14.2
- SEA R-310
- SEA R-310
- LOFAL: $\triangle$
- VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 75)

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, 27 NOV 2025 to 25 DEC 2025

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