

|                                                 |                        |                                                                        |                                                                            |
|-------------------------------------------------|------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------|
| LOC/DME I-TUC<br><b>111.7</b><br>Chan <b>54</b> | APP CRS<br><b>344°</b> | Rwy ldg<br>TDZE<br>Apt Elev<br><b>9426</b><br><b>387</b><br><b>432</b> | <b>ILS RWY 34C (SA CAT I &amp; II)</b><br><b>SEATTLE-TACOMA INTL (SEA)</b> |
|-------------------------------------------------|------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------|

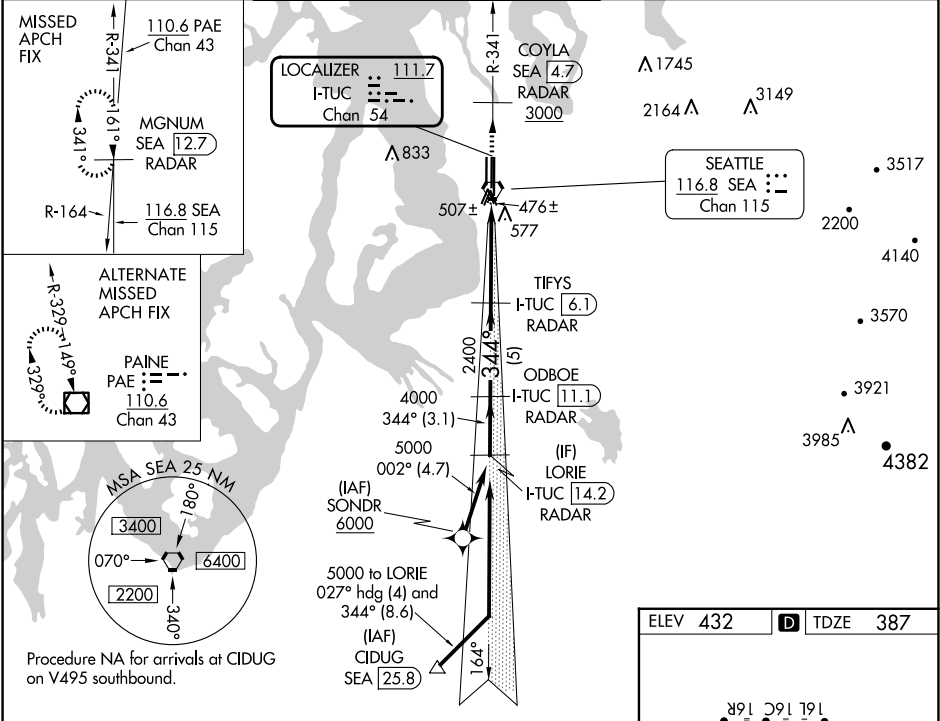
DME or RADAR required. From SONDR: RNAV 1-GPS required.

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

MISSED APPROACH: Climb on heading 345° 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<br><b>118.0</b> | SEATTLE APP CON<br><b>133.65 273.45</b> | SEATTLE TOWER<br><b>119.9 239.3</b> (Rwys 16L, 16C, 34C, 34R)<br><b>120.95 239.3</b> (Rwys 16R, 34L) | GND CON<br><b>121.7</b> | CLNC DEL<br><b>128.0</b> | CPDLC |
|------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------|-------------------------|--------------------------|-------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

LORIE I-TUC 14.2 RADAR

ODBOE I-TUC 11.1 RADAR

TIFYS I-TUC 6.1 RADAR

5000

344°

4000

2400

GS 3.00° TCH 56

3.1 NM

5 NM

6.2 NM

900'

|           |           |           |     |        |
|-----------|-----------|-----------|-----|--------|
| CATEGORY  | A         | B         | C   | D      |
| S-ILS 34C | SA CAT I  | RA 231/14 | 150 | DA 537 |
| S-ILS 34C | SA CAT II | RA 112/12 | 100 | DA 487 |

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

