

LOC/DME I-SEA <b>110.3</b> Chan 40	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>1900</b> <b>372</b> <b>433</b>
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# ILS RWY 34R (SA CAT I & II)

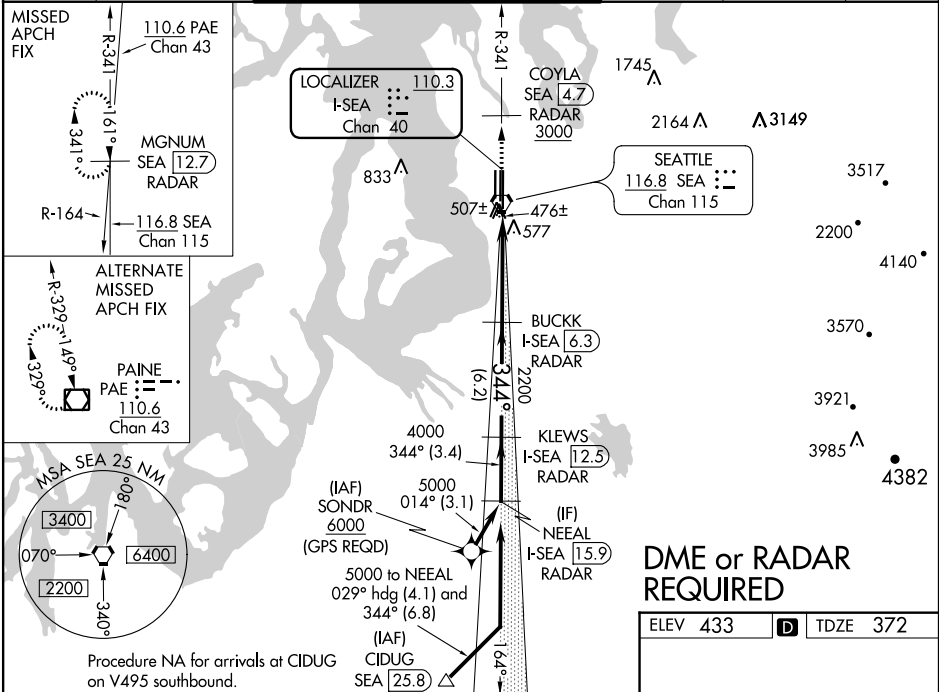
SEATTLE-TACOMA INTL (SEA)

**▼ DME or RADAR 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.



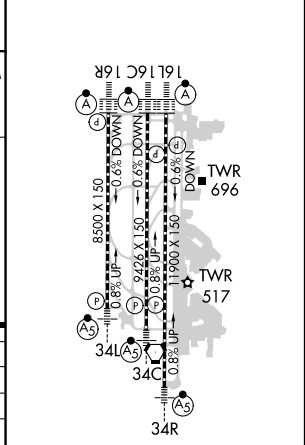
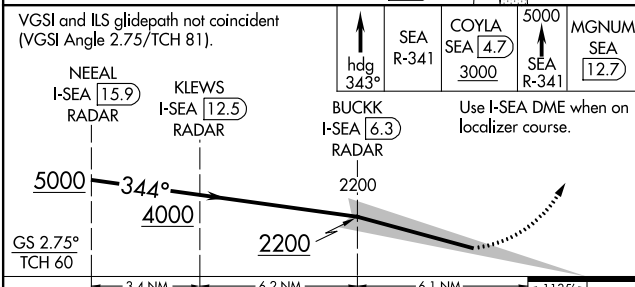
**MISSED APPROACH:** Climb on heading 343° and outbound SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS <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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## DME or RADAR REQUIRED

ELEV 433	<b>D</b>	TDZE 372
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CATEGORY	A	B	C	D
S-ILS 34R	SA CAT I	RA 250/14	150	DA 522
S-ILS 34R	SA CAT II	RA 200/12	100	DA 472

HIRL all Rwys  
TDZ/CL Rwys 16L, 16C, 16R and 34R

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

NW-1, 03 JAN 2019 to 31 JAN 2019

NW-1, 03 JAN 2019 to 31 JAN 2019