ILS RWY 34L (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-BEJ	APP CRS	Rwy Idg	8500
110.75	344°	TDZE	379
Chan 44 (Y)		Apt Elev	433

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	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

MISSED APCH FIX
R-310
130°
310°
110.6 PAE
Chan 43
R-236
LOFAL
SEA 29.2
116.8 SEA
Chan 115

ALTERNATE MISSED APCH FIX
R-329
149°
329°
PAINE
PAE
110.6
Chan 43

WEXUB
SEA 10
RADAR
3000

LOCALIZER 110.75
I-BEJ
Chan 44 (Y)

SEATTLE
116.8 SEA
Chan 115

JALON
I-BEJ 6.1
RADAR

JOSTA
I-BEJ 11.1
RADAR

(IF)
HIPRO
I-BEJ 14.2
RADAR

(IAF)
SONDR
6000
(GPS REQD)

(IAF)
CIDUG
SEA 25.8

2400
344°
(5)
4000
344° (3.1)
5000
358° (4.8)
5000 to HIPRO
029° hdg (3.6) and
344° (9.1)
164°

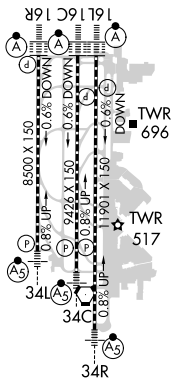
MSA SEA 25 NM
180°
3400
070°
6400
2200
340°

Procedure NA for arrivals at CIDUG on V495 southbound.

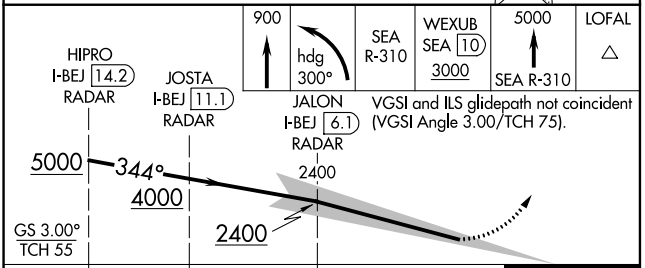
1745
2164
3149
833
507±
577
3517
2200
3570
3921
3985
4382

DME or RADAR REQUIRED

ELEV 433 D TDZE 379



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



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, 18 APR 2024 to 16 MAY 2024
NW-1, 18 APR 2024 to 16 MAY 2024