

LOC/DME I-TUC 111.7 Chan 54	APP CRS 344°	Rwy Ldg TDZE Apt Elev	9426 387 432
---	------------------------	-----------------------------	---

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

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

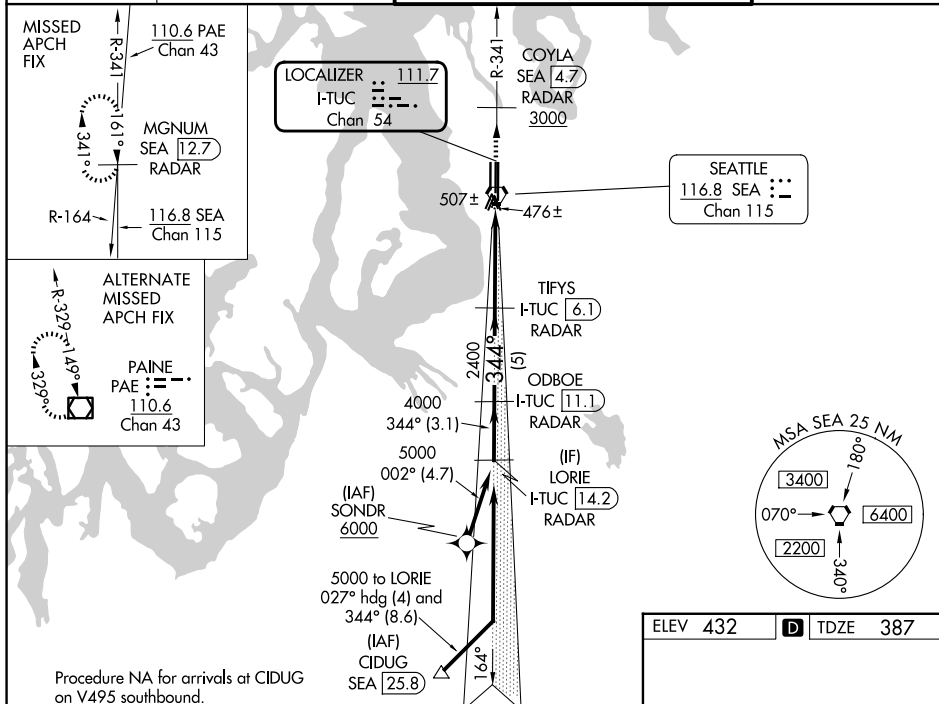
T Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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-DATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	GND CON 121.7
-------------------------	---	--	-------------------------



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

ELEV 432

TDZE 387

Diagram of the HIRL all runways (TDZI / RCLS Rwyys 16L, 16C, 16R and 34R). The diagram shows two parallel runways, 16 and 34, with various navigation aids and frequencies. Runway 16 has a length of 8500 x 150 and a frequency of 119.0. Runway 34 has a length of 11901 x 150 and a frequency of 119.0. The diagram also shows the locations of TWR (Tower) and TWR (Tower) relative to the runways.