

LOC/DME I-BEJ <u>110.75</u> Chan 44 (Y)	APP CRS 344°	Rwy Ldg TDZE Apt Elev	8500 379 433
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ILS RWY 34L (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

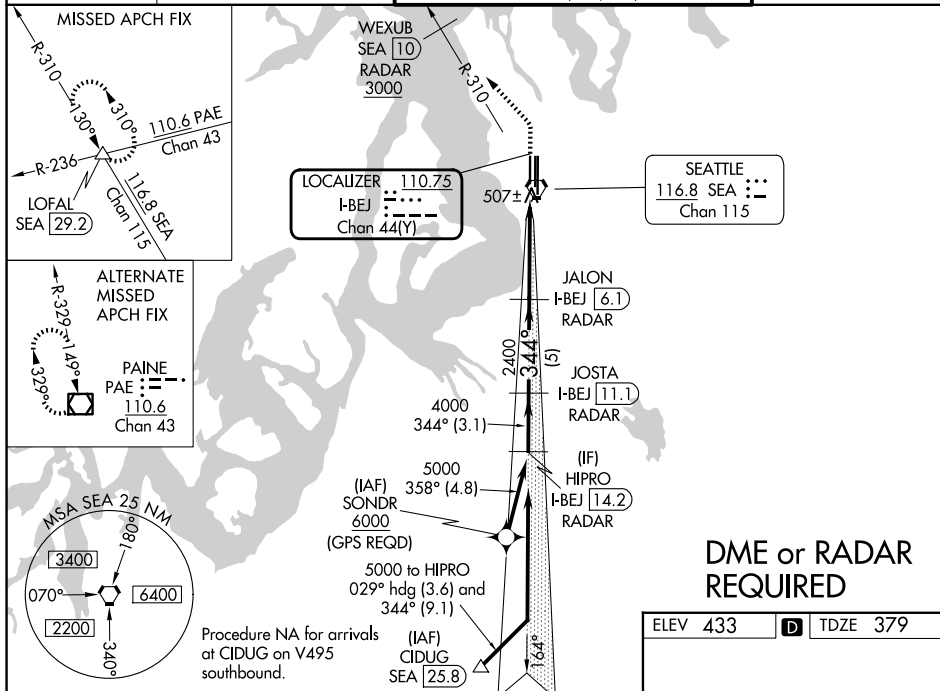
T DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 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
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DME or RADAR
REQUIRED

ELEV 433 TDZE 379

Diagram illustrating the layout of the HIRL all rwy (Hazardous Inflight Resolution Lights) for Runway 16L, 16C, 16R, and 34R. The diagram shows the runway dimensions (8500 x 150, 9426 x 150, 11901 x 150) and the locations of the TWR (Tower) and HIRL all rwy. The diagram also shows the locations of the HIRL all rwy for Runway 16L, 16C, 16R, and 34R.

HIRL all rwy
TDZL/RCLS Rwy 16L, 16C, 16R and 34R

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