SEATTLE TOWER

120.95 239.3 (Rwys 16R, 34L)

WEXUB

119.9 239.3 (Rwys 16L, 16C, 34C, 34R)

MALSR

(IAF)

CIDUG

SEA 25.8

SEA

R-310

WEXUB

SEA 10

3000

*1040

760/40

-4.3 NM

579/24 200 (200-1/2)

HOVOS

I-BEJ

1.8) * I-BEJ

RADAR 0.9

5000

SEA R-310

I-BEJ DME

ANTENNA

1 NM

381 (400-34)

I-BEJ

0.2

LOFAL

Λ

*LOC only

at CIDUG on V495

2400

760/24 381 (400-1/2)

1000-1 567 (600-1)

-5 NM

900

hdg

300°

JALON

I-BEJ (6.1)

RADAR

2400

southbound.

JOSTA

I-BEJ

11.1

RADAR

3440

4000

-3.1 NM---

VGSI and ILS glidepath not coincident

HIPRO

I-BEJ

14.2

RADAR

(VGSI Angle 3.00/TCH 75).

5000

GS 3.00°

TCH 55

CATEGORY

S-ILS 34L#

S-LOC 34L

CIRCLING

344° 6.3 NM from FAF

SEATTLE, WASHINGTON

110.75

Chan 44 (Y)

D-ATIS

118.0

NW-1,

27 JAN 2022

ō

24 FEB

TDŻE

Simultaneous approach authorized with Rwy 34R/C #RVR 1800 authorized with use of FD or AP or HUD to DA.

Apt Elev

344°

SEATTLE APP CON

133.65 273.45

DME or RADAR required.

MISSED APCH FIX

379

433

34R

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

FAF to MAP 6.3 NM

SEATTLE-TACOMA INTL. (SEA)

CINC DEL

128.0

1,3149

CPDLC

3517

2022

FEB

24

2

2022

27 JAN

2200

3570

3985 △

D TDZE

N TWR

TWR

517

HIRL all Rwys

180

696

19119C 19B

(P)

Ī

3921

4382

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.

GND CON

121.7