

LOC/DME I-TUC <u>111.7</u> Chan 54	APP CRS 344°	Rwy Idg 9426 TDZE 387 Apt Elev 432
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ILS RWY 34C (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

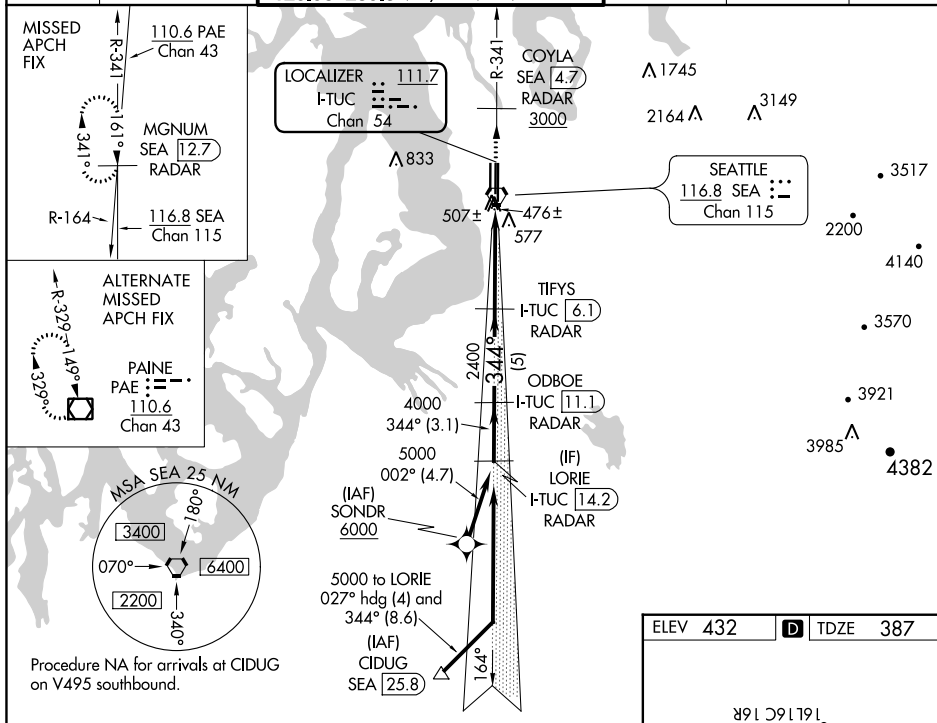
DME or RADAR required. From SONDR: RNAV 1-GPS required.

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-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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Procedure NA for arrivals at CIDUG on V495 southbound.

Diagram illustrating the S-ILS 34C approach procedure, showing the glide path, altitudes, and distances.

Diagram Labels:

- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).
- hdg 345°
- SEA R-341
- COYLA SEA 4.7 3000
- 5000 SEA R-341
- MGMN SEA 12.7
- LORIE I-TUC 14.2 RADAR
- ODBOE I-TUC 11.1 RADAR
- TIFY I-TUC 6.1 RADAR
- 5000
- 344°
- 4000
- 2400
- GS 3.00° TCH 56
- 3.1 NM
- 5 NM
- 6.2 NM
- 900'
- A
- B
- C
- D

CATEGORY	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

