

LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

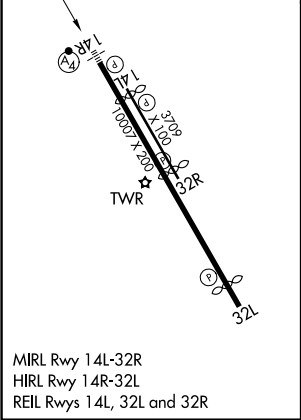
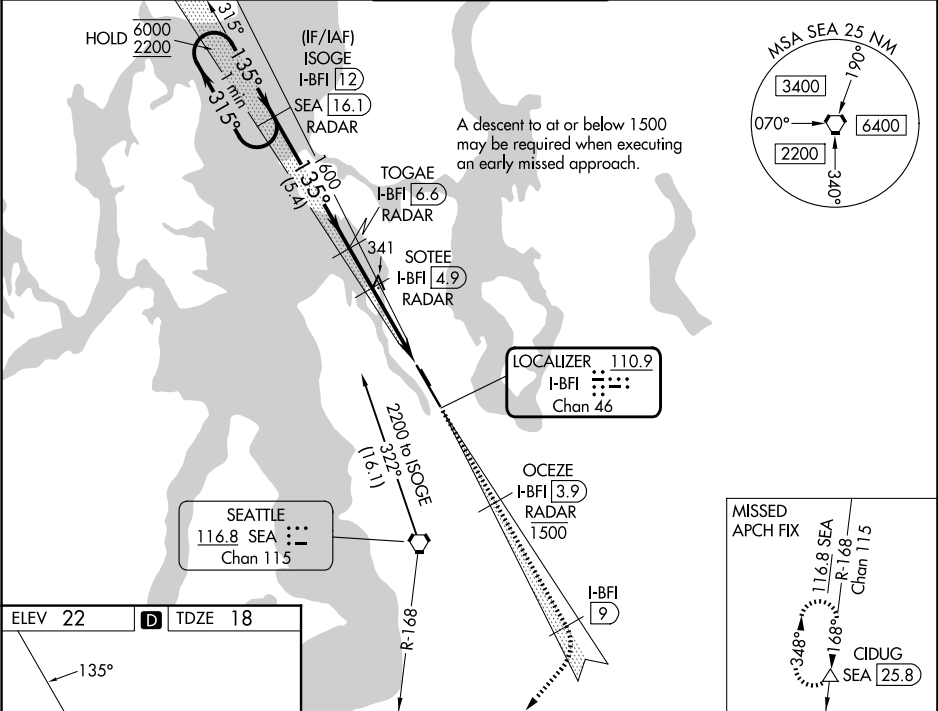
▼ Circling NA for Cats C and D northeast of Rwy 14L-32R.

▲ Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.

MALSF

MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	125.9 306.9	120.6 257.8	121.9	132.4



Use I-BFI DME when on the localizer course.		 I-BFI SE crs		OCEZE I-BFI 3.9 1500	 I-BFI SE crs		I-BFI 9	 hdg 206°	5000 SEA R-168	CIDUG 	
One Minute Holding Pattern		ISOGE I-BFI 12 SEA 16.1 RADAR	TOGAE I-BFI 6.6 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).							
6000 2200		← 315° → 135°	135°	1600	1080	SOTEE I-BFI 4.9 RADAR		I-BFI 3.4	I-BFI 1.7		
GS 3.00° TCH 39		1600		1080		1600		1080			
		5.4 NM		1.6 NM		1.6 NM		1.7 NM			
CATEGORY	A B C D										
S-ILS 14R*	308/40 290 (300-¾)										
S-LOC 14R	600/40 582 (600-¾) 600-1 ⅓ 582 (600-1 ⅓)										
CIRCLING	760-1 880-1¼ 960-2¾ 960-3 738 (800-1) 858 (900-1¼) 938 (1000-2¾) 938 (1000-3)										