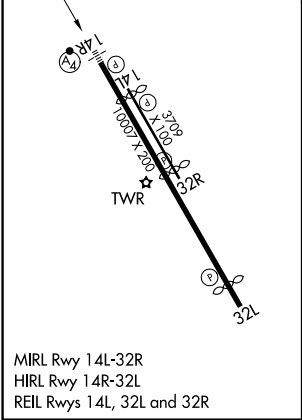
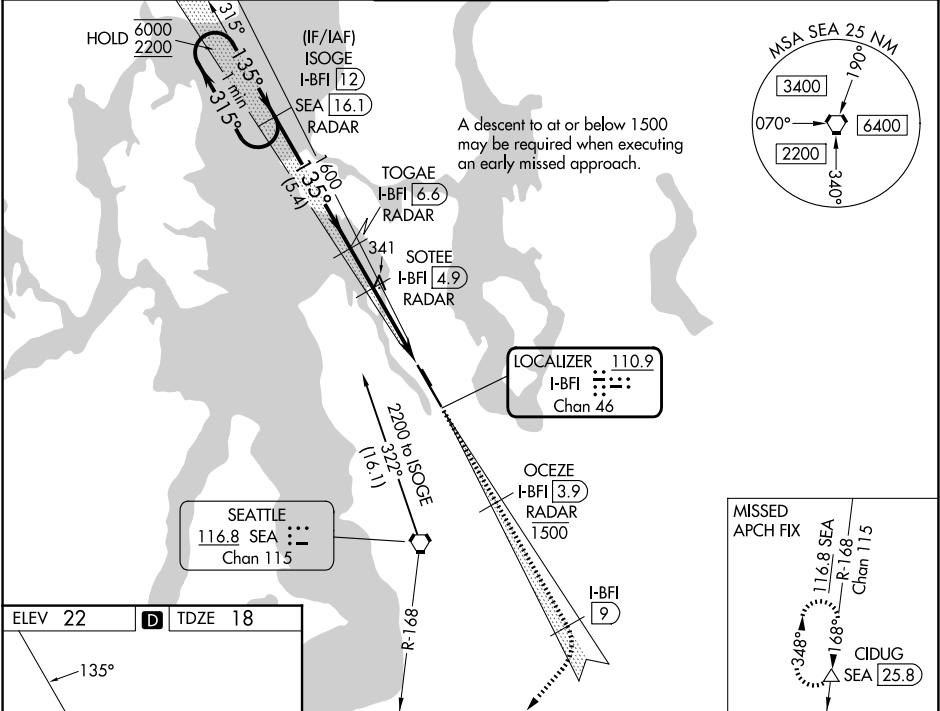


LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

ILS or LOC RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.	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.
⚠ 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.		

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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Use I-BFI DME when on the localizer course.	↑ ISOGE I-BFI 12	↑ OCEZE I-BFI 3.9	↑ I-BFI 9	5000	CIDUG
One Minute Holding Pattern	SEA 16.1	TOGAE I-BFI 6.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	R-168	SEA 25.8
6000 2200	315°	135°	1600	1080	1000
GS 3.00° TCH 39	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	760-1 738 (800-1)	880-1 ¼ 858 (900-1 ¼)	960-2 ¾ 938 (1000-2 ¾)	960-3 938 (1000-3)	

NW-1, 02 OCT 2025 to 30 OCT 2025

NW-1, 02 OCT 2025 to 30 OCT 2025