

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KBFI airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Boeing Field/King County International Airport (KBFI) is a multi-use airport located approximately four miles north of Seattle's Sea-Tac airport (KSEA). Besides the heavy Boeing presence, the field has a large tour-helicopter population along with robust activity from based/itinerant General Aviation pilots.

KBFI Tower Operates 24 Hours

Administrative Office Open 0800L to 1600L M-F

Business Phone 206-658-6400

The RWY configuration consists of closely spaced, staggered, parallel RWYs 14L/32R and 14R/32L.

The **airspace** at KBFI is **Class D** and underlies KSEA Class B airspace. (Refer to Sectional Chart)

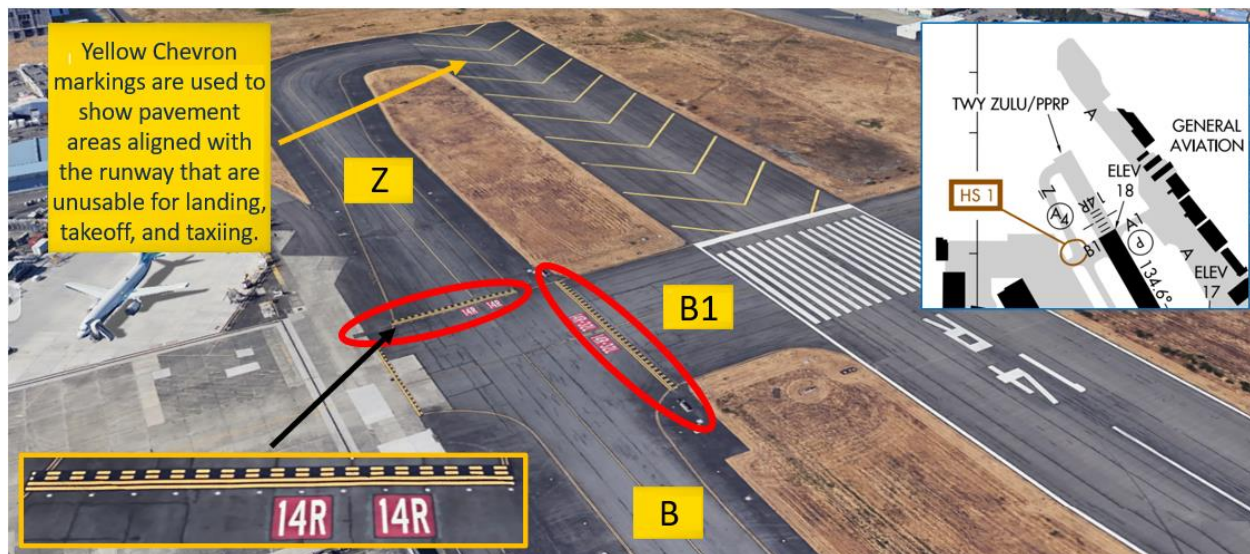


Cautions

Hot Spots

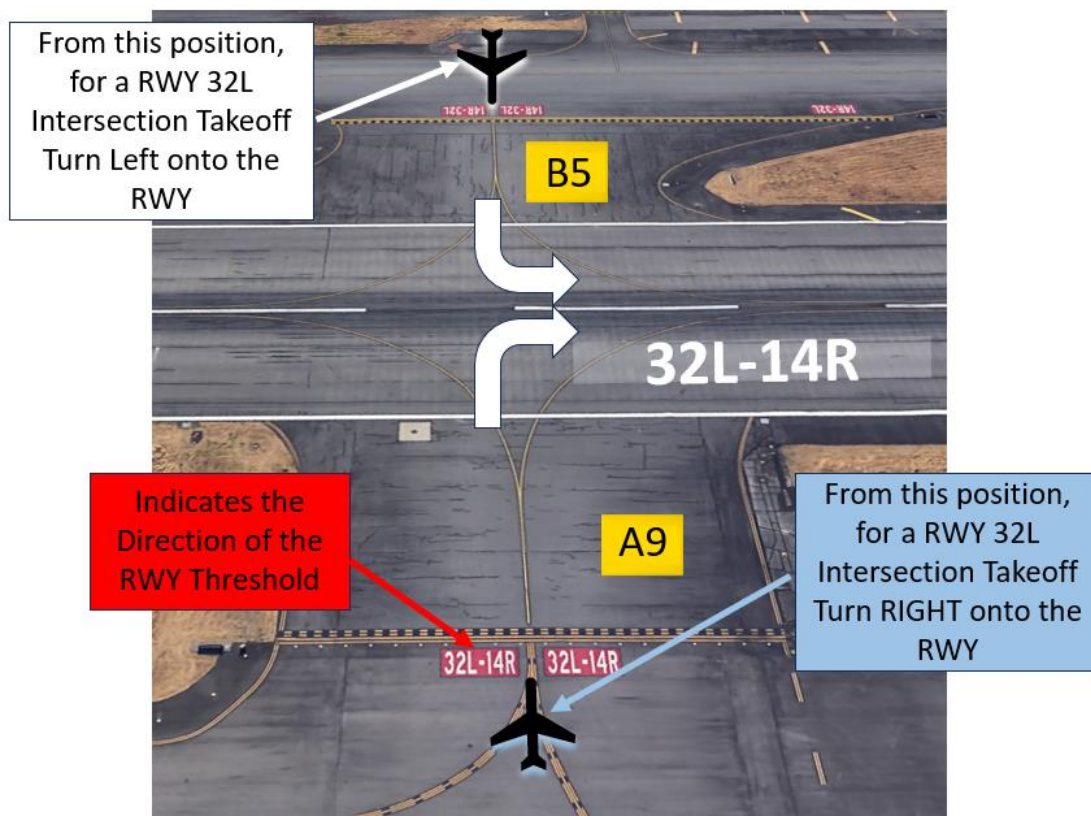
HS1 TWY Z restricted access area.

- ✓ TWY Z appears to be an extension of TWY B however TWY Z can only be used with prior permission from Airport Management.
- ✓ When taxiing to RWY 14R do not continue beyond TWY B1 without permission.
- ✓ It is always okay to verify with the TWR when you are unsure whether to hold or proceed.



HS2 RWY 14R/32L and TWY A9. Wrong RWY departure risk.

- ✓ Pilots must be aware that an intersection departure presents the risk of taking off in the wrong direction.
- ✓ The illustration below depicts the intersection of RWY 32L/14R at TWY A9 and B5 (from both sides of the RWY). If approaching the RWY from the opposite direction, the RWY markings will have the numbers reversed.
- ✓ Prior to entering the RWY and again when lining up on the RWY, **check** your Magnetic Compass and, your Horizontal Situation Indicator (HSI), if installed, to **verify** that you are pointed in the correct direction.
- ✓ [View the From the Flight Deck-Wrong Direction Intersection Takeoffs](#) video for more information and mitigation strategies.



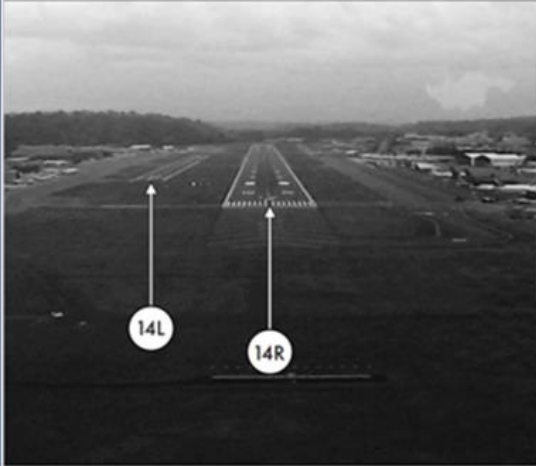
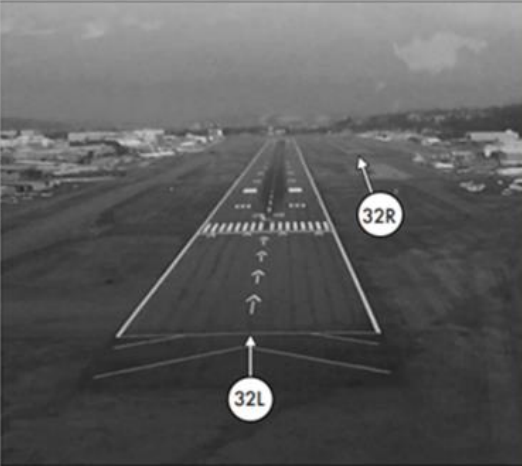
HS3 Extensive helicopter operations in the vicinity of TWY B5.

- ✓ TWY B5 is a Helicopter Landing Area. Pilots taxiing north or south on TWY B must have clearance to cross Hold Short Markings on TWY B.
- ✓ If you are ever unsure about your clearance or position, ask the TWR.



Wrong Surface Landing Risk [See Arrival Alert Notices.](#)

- ✓ RWY 14L/32R is noticeably narrower and shorter than RWY 14R/32L.
- ✓ RWY 14R/32L also has precision approach markings and approach lights.
- ✓ When available, back up all visual approaches with an instrument approach.

BOEING FIELD/KING COUNTY INTERNATIONAL AIRPORT (BFI) ARRIVAL ALERT	
Landing Southeast RWY 14L and RWY 14R	Landing Northwest RWY 32L and RWY 32R
	
<p>Off-set Parallels. Pilots be aware that RWY 14L displaced threshold is approximately 1522 feet farther down the approach than RWY 14R.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>	<p>Off-set Parallels. Pilots be aware that RWY 32R displaced threshold is approximately 4527 feet farther down the approach than RWY 32L displaced threshold.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>

Additional Cautions

- ✓ **West Point and the West Point lighthouse** (not depicted on the sectional chart) is an area of highly increased aviation traffic due to sightseers and pilots who loiter in this area at altitudes up to 2000' AGL or more. Be aware that this area is along/under the KBFI 14R localizer.
- ✓ Aircraft on approach transition this area at 1600' AGL and above.
- ✓ Increased number of TCAS Resolution Advisories are reported in this area.
- ✓ VFR Pilots are strongly encouraged to contact KBFI Tower when operating in these areas to receive traffic advisories/instructions to assist in traffic separation.
- ✓ If ever in doubt about your position or your instructions, ask the TWR.

FROM THE KBFI TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

General

- ✓ Tower is normally worked by a controller that is transmitting and receiving on two frequencies at the same time (118.3, for east side traffic, and 120.6, for west side traffic).
- ✓ Pilots are encouraged to use good judgment and careful listening to avoid inadvertently taking instructions meant for a different aircraft, and to not make a transmission immediately after the tower has just given an instruction despite hearing silence, as an aircraft is likely reading back the instruction on another frequency.

Traffic Patterns

- ✓ Traffic Pattern Altitude RWY 14L/32R 1000 MSL.
- ✓ Traffic Pattern Altitude RWY 14R/32L 700 MSL east of the Duwamish River

Takeoff/Departure

- ✓ Read back all runway assignment and hold-short instructions with callsign.
- ✓ Search the King County Airport website for current route information.

Arrival/Landing

- ✓ Due to the positioning of the KBFI Class Delta and the KSEA Class Bravo, very little space is available for KBFI Tower controllers to provide alternate routes or additional separation when aircraft are arriving/departing the KBFI Delta on other than expected VFR routes.
- ✓ Pilots should **review NOTAMS** for the Letter to Airmen **LTA-BFI-4** on Published KBFI VFR Routes.
- ✓ Seattle Terminal Radar Approach Control (Seattle Approach) will provide IFR separation, to the extent possible, to VFR aircraft executing practice instrument approaches.
- ✓ Pilots should **review NOTAMS** for the Letter to Airmen **LTA-S46-29** that covers VFR Practice Approaches at KBFI.

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