

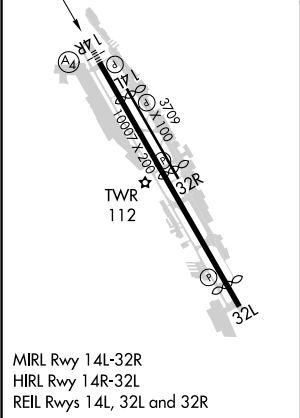
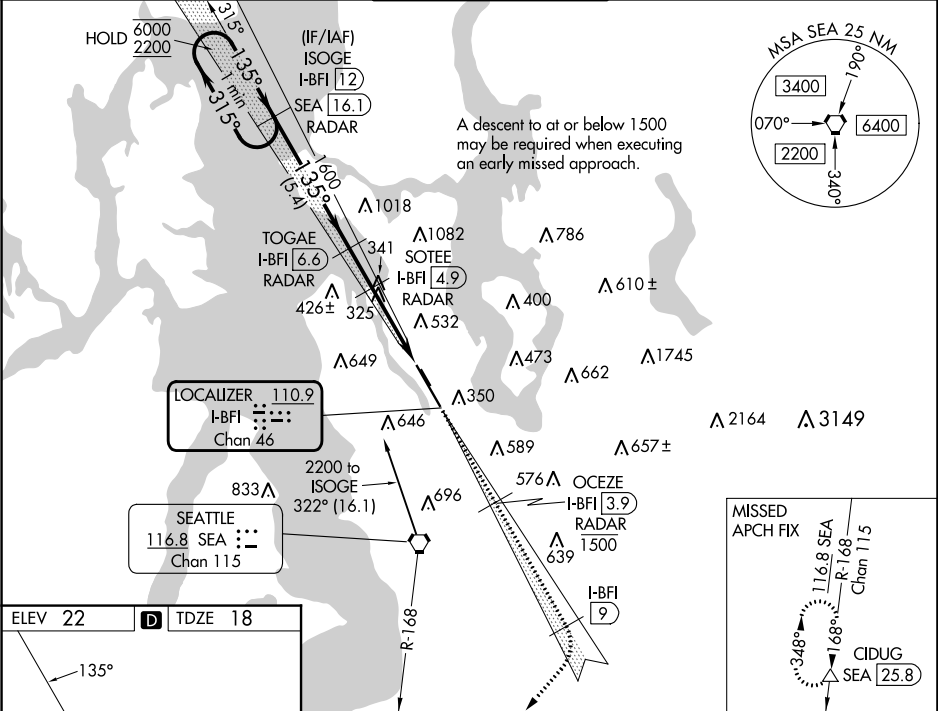
LOC/DME I-BFI	APP CRS	Rwy Idg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

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	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.				
One Minute Holding Pattern				
ISOG I-BFI 12 SEA 16.1 RADAR				
TOGAE I-BFI 6.6 RADAR				
SOTEE I-BFI 4.9 RADAR				
OCEZE I-BFI 3.9 1500				
I-BFI 9 SE crs				
I-BFI 3.4				
I-BFI 1.7				
5000 SEA R-168				
CIDUG SEA 25.8				
MISSED APCH FIX				
116.8 SEA R-168 Chan 115				
348° 68° 206°				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).				
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 ⅓ 858 (900-1 ⅓)	960-2 ⅓ 938 (1000-2 ⅓)	960-3 938 (1000-3)