

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.

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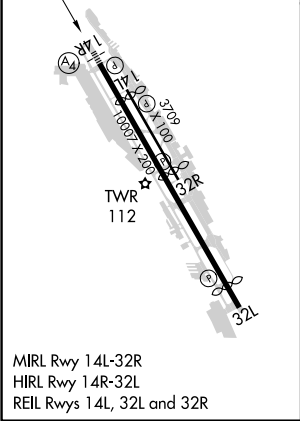
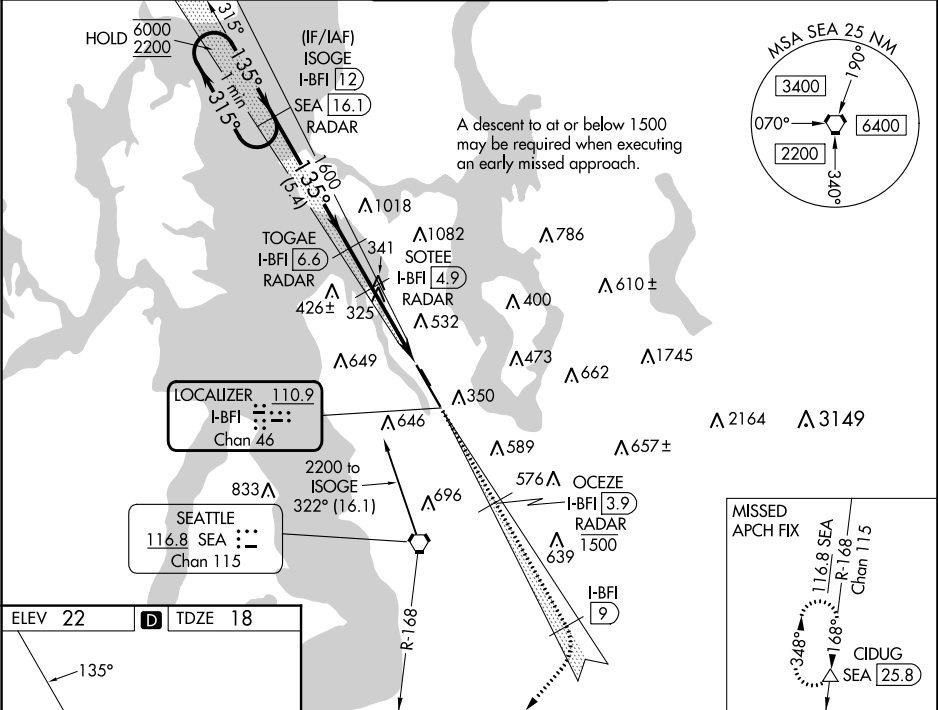
Circling NA for Cats C and D northeast of Rwy 14L-32R.

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		CIDUG	
ISOGE I-BFI 12					SEA 16.1 RADAR		TOGAE I-BFI 6.6 RADAR		SOTEE I-BFI 4.9 RADAR		I-BFI 3.4		I-BFI 1.7		SEA R-168		△	
One Minute Holding Pattern					VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).													
6000 ← 315° 2200 → 135° GS 3.00° TCH 39																		