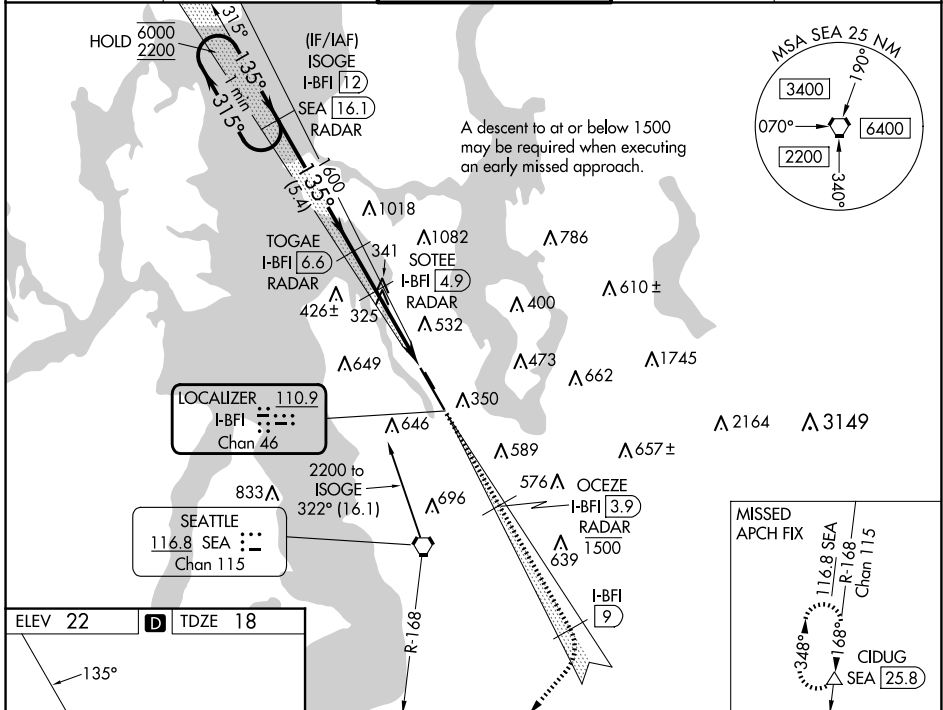


LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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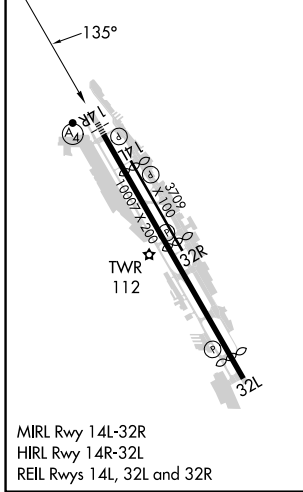
ILS or LOC RWY 14R

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.	
<p>⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R.</p> <p>⚠ 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.</p>				
ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4



ELEV 22	D	TDZE 18
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Use I-BFI DME when on the localizer course.	↑ ISOGE I-BFI 12	↑ I-BFI SE crs 1500	↑ OCEZE I-BFI 3.9	↑ I-BFI SE crs 9	5000 SEA R-168	CIDUG △
One Minute Holding Pattern	SEA 16.1 RADAR	TOGAE I-BFI 6.6 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).			
6000 ← 315°	135° →	135° →	1600	1080	1600	1080
GS 3.00°	TCH 39					
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)		
C 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, 20 FEB 2025 to 20 MAR 2025

NW-1, 20 FEB 2025 to 20 MAR 2025