

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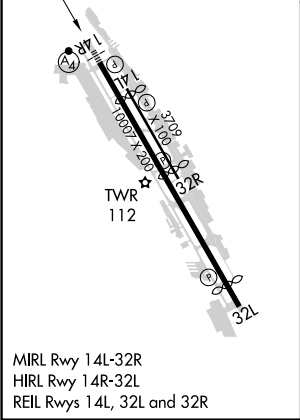
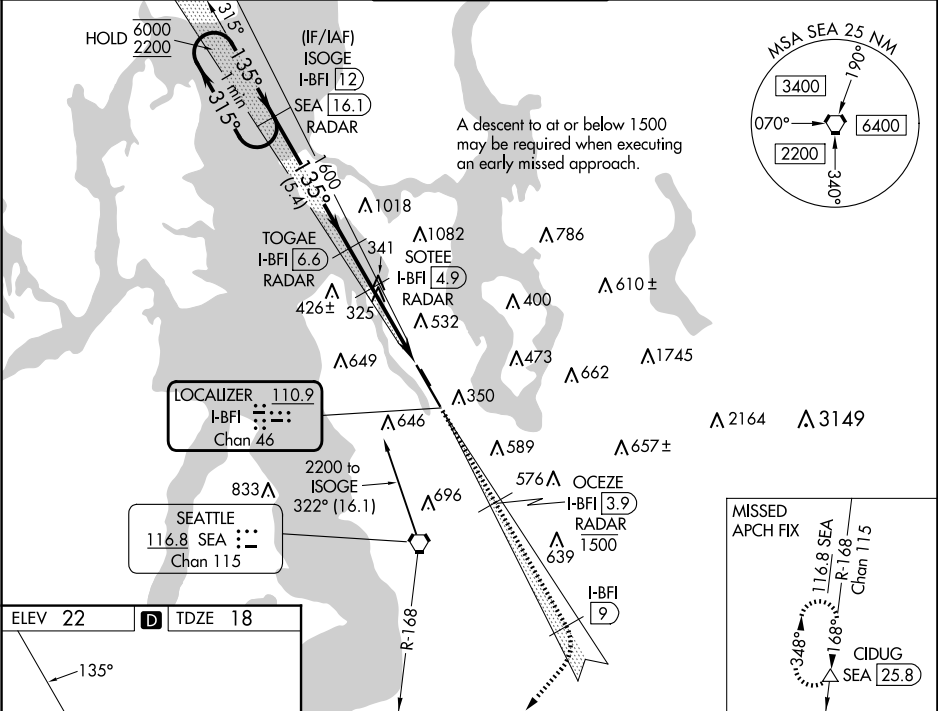
Circling NA for Cats C and D northeast of Rwy 14L-32R.

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.				
ISOGE I-BFI 12		OCEZE I-BFI 3.9 1500	I-BFI 9	5000 SEA R-168
SEA 16.1 RADAR		TOGAE I-BFI 6.6 RADAR	CIDUG SEA 25.8 RADAR	
One Minute Holding Pattern		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		
6000 ← 315° 2200 → 135°		1600	SOTEE I-BFI 4.9 RADAR	I-BFI 3.4
GS 3.00° TCH 39		1600	I-BFI 1.7	
		1080		
		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	880-1 ¼	960-2 ¾	960-3
	738 (800-1)	858 (900-1 ¼)	938 (1000-2 ¾)	938 (1000-3)