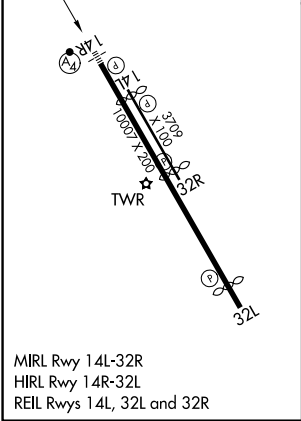
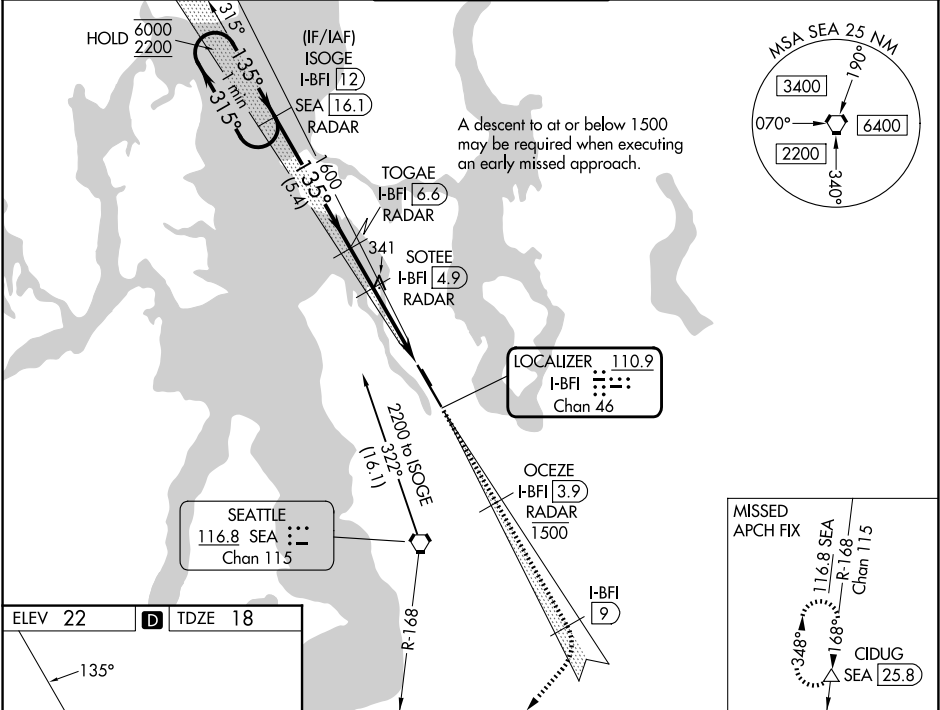


LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

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 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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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 SEA R-168		CIDUG △	
One Minute Holding Pattern		ISOGE I-BFI 12 SEA 16.1 RADAR		TOGAE I-BFI 6.6 RADAR		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).									
6000 2200 315° 135° GS 3.00° TCH 39		135° 1600		1600 1080		SOTEE I-BFI 4.9 RADAR		I-BFI 3.4		I-BFI 1.7					
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)		880-1¼ 858 (900-1¼)		960-2¾ 938 (1000-2¾)		960-3 938 (1000-3)							

NW-1, 27 NOV 2025 to 25 DEC 2025

NW-1, 27 NOV 2025 to 25 DEC 2025