

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Ldg 9120 TDZE 18 Apt Elev 22
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ILS or LOC RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

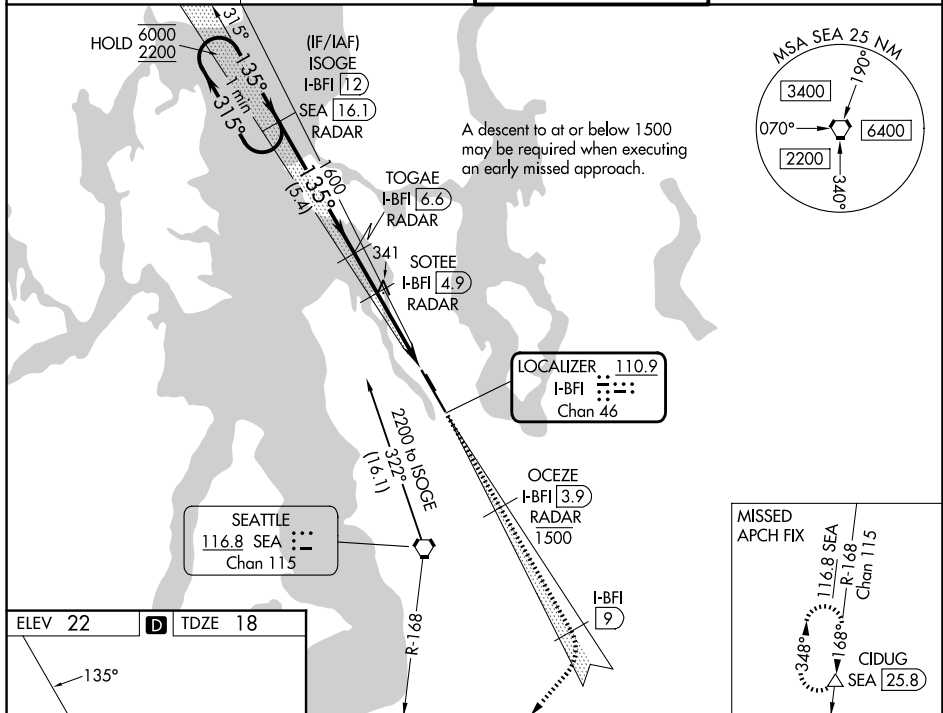
T Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSJ inop.

MALSF

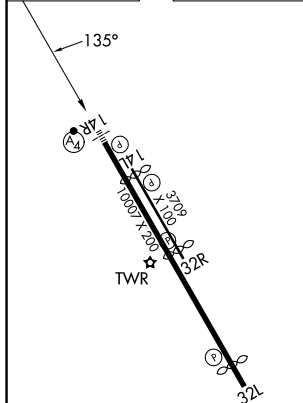


MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9
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ELEV 22	D	TDZE 18
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MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwy 14L, 32L and 32R

Use I-BF1 DME when on the localizer course. 									
ISOGE I-BF1 12 SEA 16.1 RADAR TOGA I-BF1 6.6 RADAR SOTEE I-BF1 4.9 RADAR I-BF1 3.4 I-BF1 1.7					OCEZE I-BF1 3.9 1500 I-BF1 SE CRS I-BF1 9 hdg 206° 5000 SEA R-168 CIDUG △				
One Minute Holding Pattern 6000 ← 315° 2200 → 135° GS 3.00° TCH 39					VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 55).				
6000 ← 315° 2200 → 135° GS 3.00° TCH 39					1600 1080 5.4 NM 1.6 NM 1.6 NM 1.7 NM				
CATEGORY S-ILS 14R*					A B C D				
S-LOC 14R					308/40 290 (300-¾)				
CIRCLING					600-1 582 (600-¾) 600-2 ¾ 582 (600-1 ½) 600-1 ¾ 960-2 ¾ 960-3 738 (800-1) 858 (900-1 ¼) 938 (1000-2 ¾) 938 (1000-3)				