

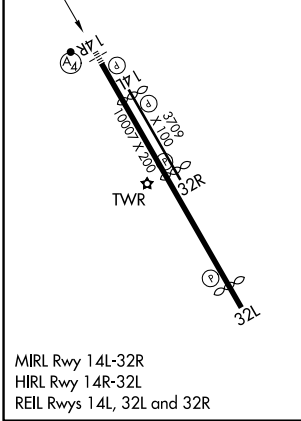
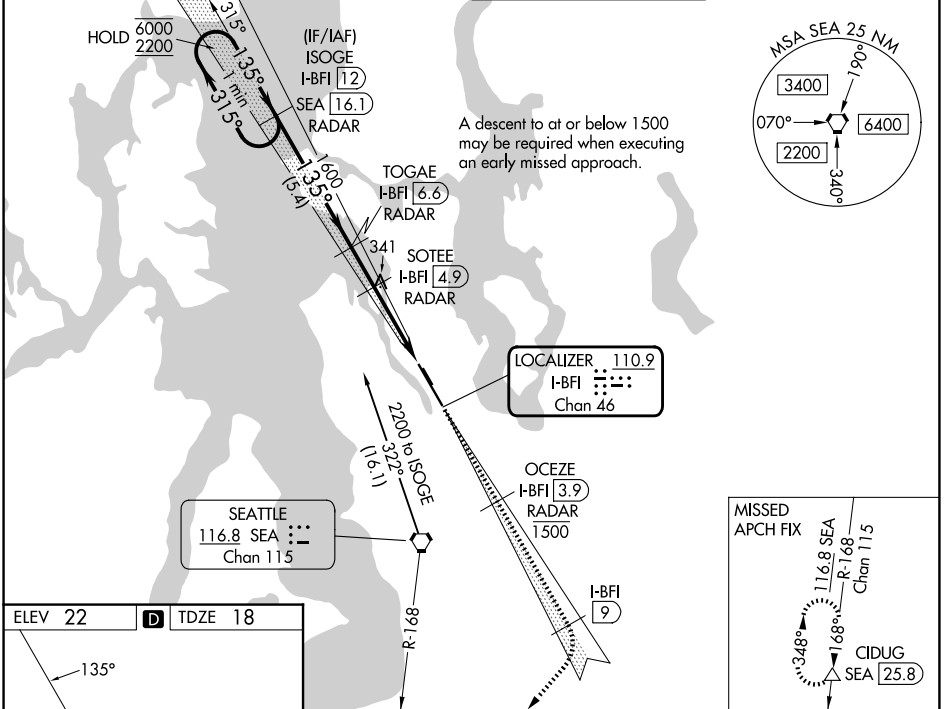
LOC/DME I-BFI <b>110.9</b> Chan <b>46</b>	APP CRS <b>135°</b>	Rwy Ldg <b>9120</b> TDZE <b>18</b> Apt Elev <b>22</b>
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# ILS or LOC RWY 14R

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 <b>127.75</b>	SEATTLE APP CON <b>125.9 306.9</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>
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ELEV 22	D	TDZE 18			
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	CIDUG △
One Minute Holding Pattern	SEA 16.1 RADAR	TOGAE I-BFI 6.6 RADAR	SOTEE I-BFI 4.9 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	
6000 ← 315°	135° →	1600	1080	1600	1080
GS 3.00°	TCH 39	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)	

NW-1, 14 MAY 2026 to 11 JUN 2026

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