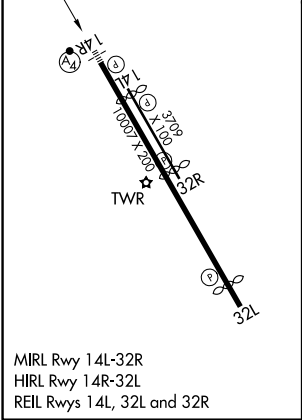
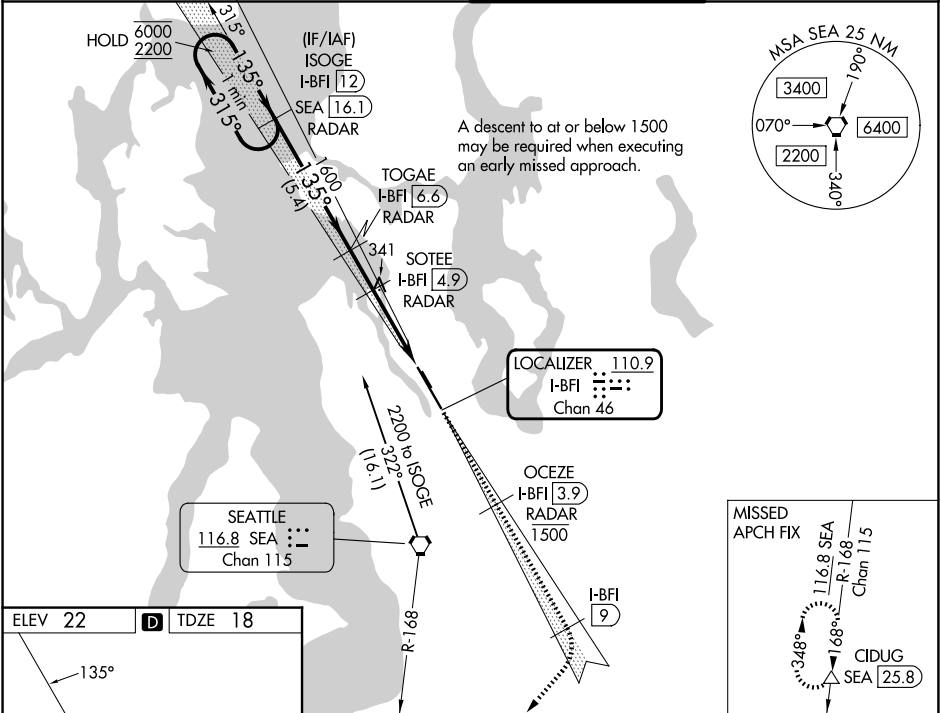


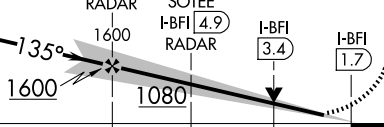
LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

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
----------------	--------------------------------	-----------------------------	------------------



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°		135°		1600		SOTEE I-BFI 4.9 RADAR		I-BFI 3.4		I-BFI 1.7			
GS 3.00° TCH 39				1600		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	760-1 738 (800-1)			880-1¼ 858 (900-1¼)			960-2¾ 938 (1000-2¾)			960-3 938 (1000-3)					