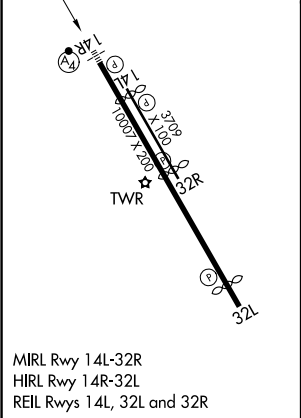
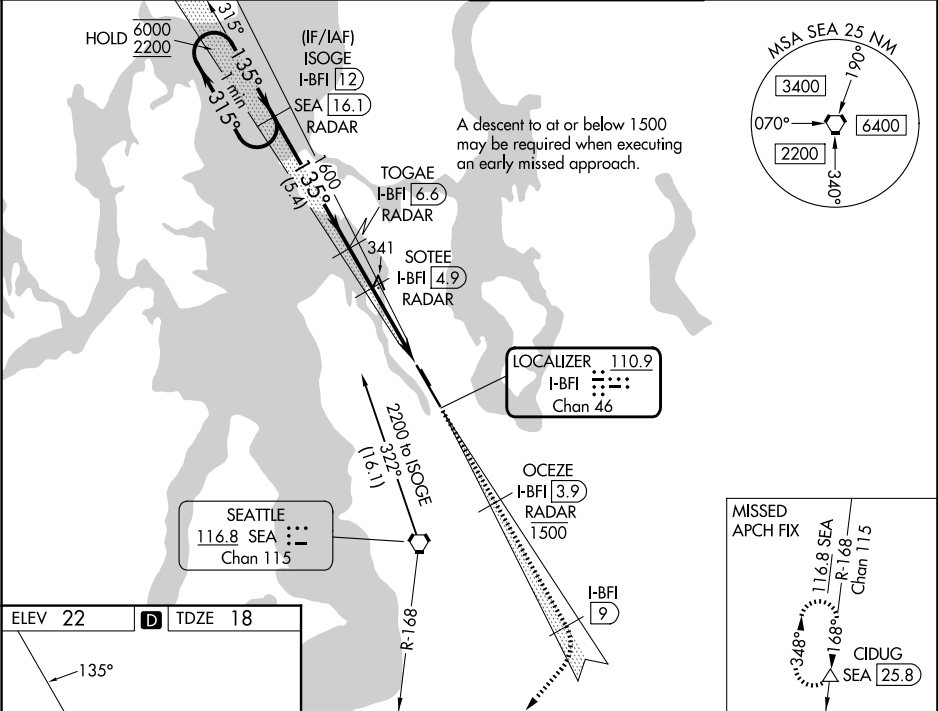


|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-BFI | APP CRS | Rwy Ldg  | 9120 |
| 110.9         | 135°    | TDZE     | 18   |
| Chan 46       |         | Apt Elev | 22   |

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.<br>⚠ 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<br>127.75 | SEATTLE APP CON<br>125.9 306.9 | BOEING TOWER<br>120.6 257.8 | GND CON<br>121.9 |
|----------------|--------------------------------|-----------------------------|------------------|



|                                             |                      |                                                                                                     |                        |                             |                         |                                                                                                     |                       |                             |  |                                                                                                 |  |                      |  |            |  |  |
|---------------------------------------------|----------------------|-----------------------------------------------------------------------------------------------------|------------------------|-----------------------------|-------------------------|-----------------------------------------------------------------------------------------------------|-----------------------|-----------------------------|--|-------------------------------------------------------------------------------------------------|--|----------------------|--|------------|--|--|
| Use I-BFI DME when on the localizer course. |                      |  I-BFI<br>SE crs |                        | OCEZE<br>I-BFI 3.9<br>1500  |                         |  I-BFI<br>SE crs |                       | I-BFI 9                     |  |  hdg<br>206° |  | 5000<br>SEA<br>R-168 |  | CIDUG<br>△ |  |  |
| One Minute<br>Holding Pattern               |                      | ISOGE<br>I-BFI 12<br>SEA 16.1<br>RADAR                                                              |                        | TOGAE<br>I-BFI 6.6<br>RADAR |                         | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 55).                                  |                       |                             |  |                                                                                                 |  |                      |  |            |  |  |
| 6000 ← 315°<br>2200 → 135°                  |                      | 135°                                                                                                |                        | 1600                        |                         | 1080                                                                                                |                       | SOTEE<br>I-BFI 4.9<br>RADAR |  | I-BFI 3.4                                                                                       |  | I-BFI 1.7            |  |            |  |  |
| GS 3.00°<br>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<br>738 (800-1) |                                                                                                     | 880-1¼<br>858 (900-1¼) |                             | 960-2¾<br>938 (1000-2¾) |                                                                                                     | 960-3<br>938 (1000-3) |                             |  |                                                                                                 |  |                      |  |            |  |  |