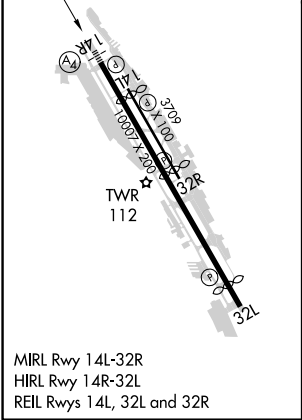
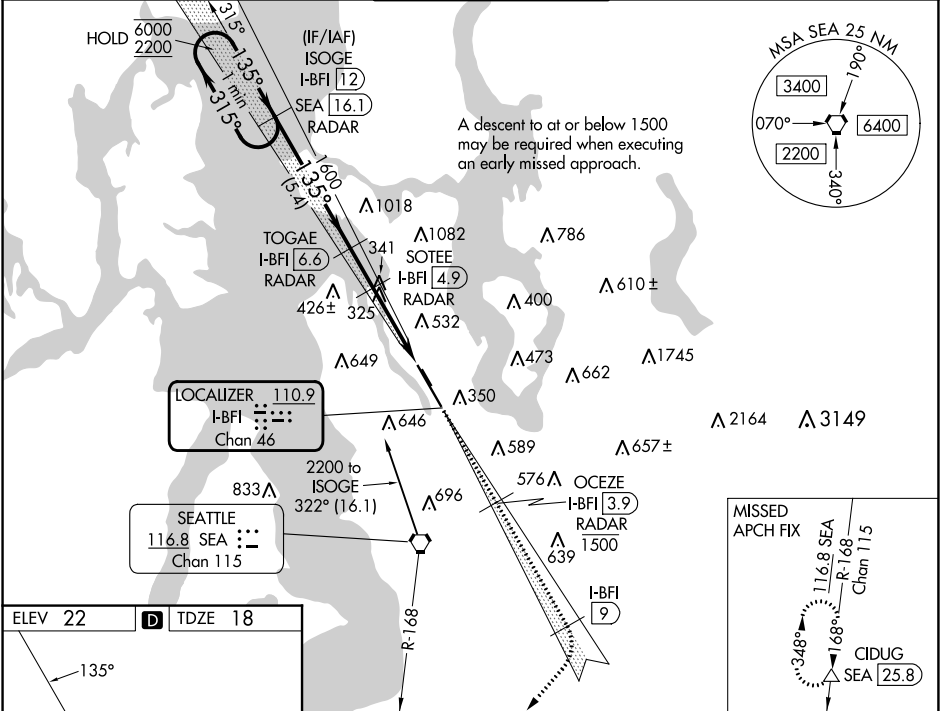


LOC/DME I-BFI	APP CRS	Rwy Idg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

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 	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 ← 315° 2200 → 135°	135° →	1600	1080	I-BFI 4.9 RADAR	I-BFI 3.4	I-BFI 1.7
GS 3.00° TCH 39		1600				
	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)	600-1⅓	582 (600-1⅓)		
Ⓢ CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)		

NW-1, 16 MAY 2024 to 13 JUN 2024

NW-1, 16 MAY 2024 to 13 JUN 2024