

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.

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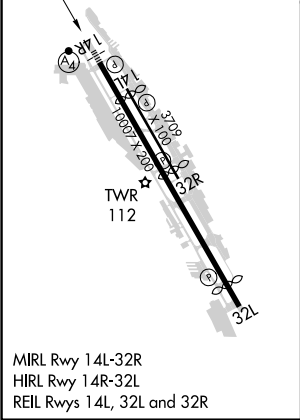
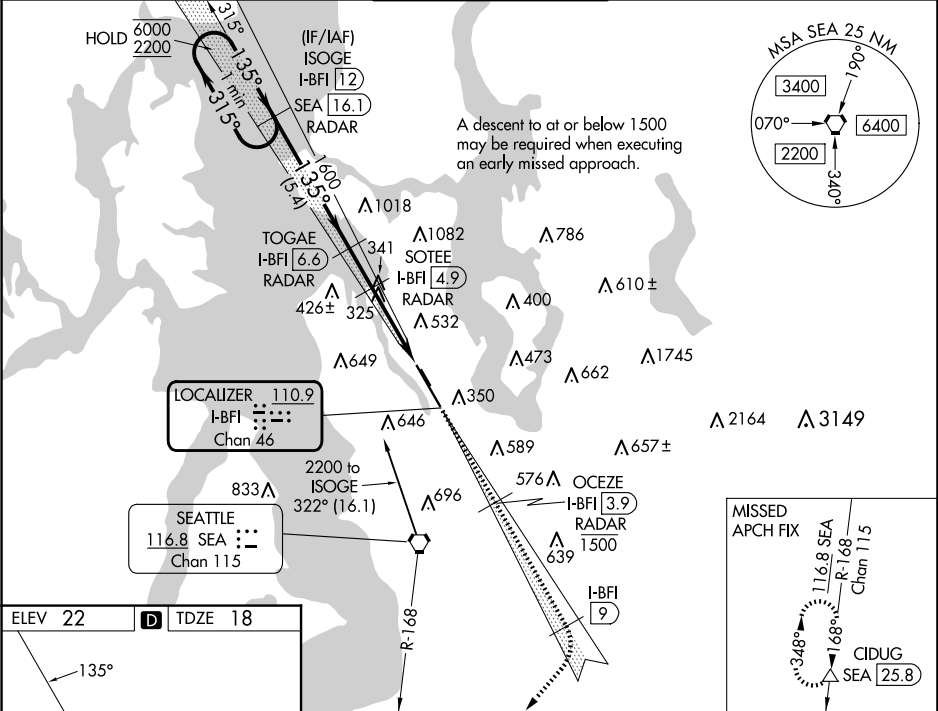
Circling NA for Cats C and D northeast of Rwy 14L-32R.

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.

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	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	125.9 306.9	120.6 257.8	121.9	132.4



Use I-BFI DME when on the localizer course.		OCEZE I-BFI 3.9 1500		I-BFI 9 5000	
ISOGE I-BFI 12 SEA 16.1 RADAR		TOGAE I-BFI 6.6 RADAR		SOTEE I-BFI 4.9 RADAR	
One Minute Holding Pattern		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		5000 SEA R-168	
6000 ← 315° 135° → 1600		1600		1080	
GS 3.00° TCH 39		5.4 NM		1.6 NM	
CATEGORY		B		C	
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)		880-1 ⅓ 938 (1000-2 ⅓)	
		858 (900-1 ¼)		960-2 ⅓ 938 (1000-3)	