

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Ldg 9120 TDZE 18 Apt Elev 22
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ILS or LOC RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

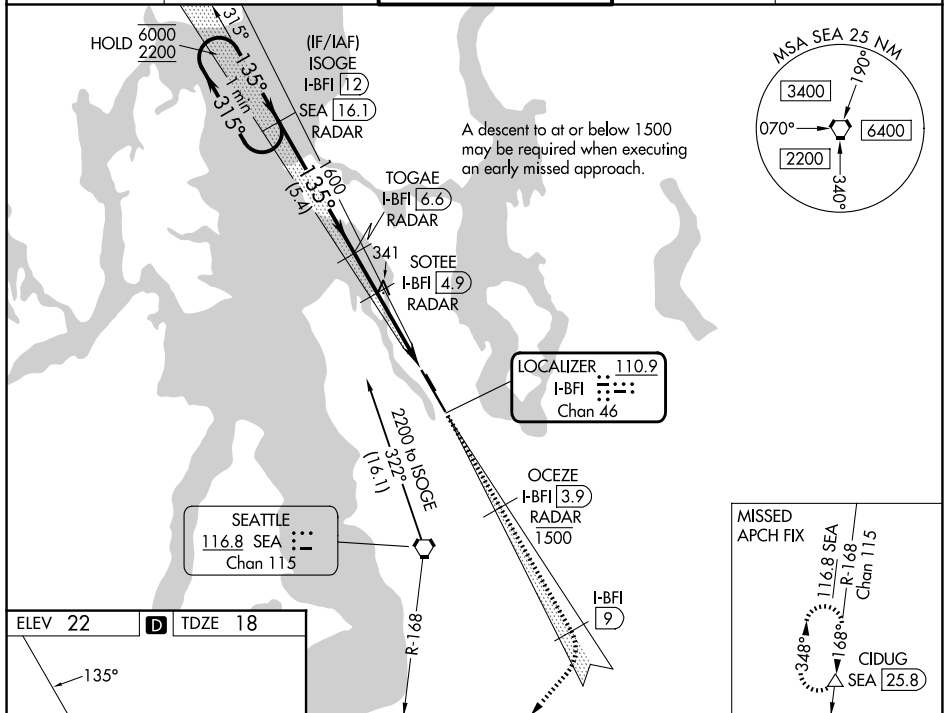
T Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.

MALSF

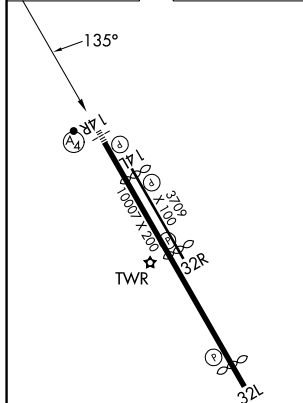


MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

ATIS 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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ELEV 22	D	TDZE 18
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MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwy 14L, 32L and 32R

Use I-BF1 DME when on the localizer course. 					I-BF1 SE crs 1500 OCEZE I-BF1 3.9 1500 I-BF1 SE crs I-BF1 9 hdg 206° 5000 SEA R-168 CIDUG △	
One Minute Holding Pattern ISOGE I-BF1 12 SEA RADAR 16.1 TOGA I-BF1 6.6 RADAR 1600 SOTEE I-BF1 4.9 RADAR 1600 VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 55). 6000 ← 315° 2200 → 135° 135° 1600 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 ⅜ 582 (600-1 ⅜)	
CIRCLING	760-1 738 (800-1)		880-1¼ 858 (900-1¼)		960-2¾ 938 (1000-2¾)	
					960-3 938 (1000-3)	