


LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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ILS or LOC RWY 14R

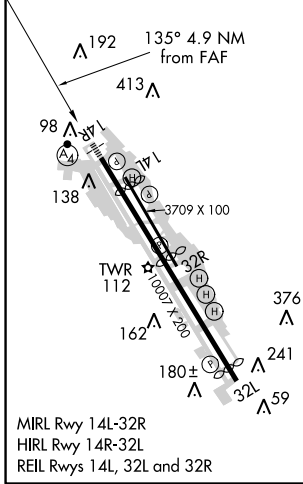
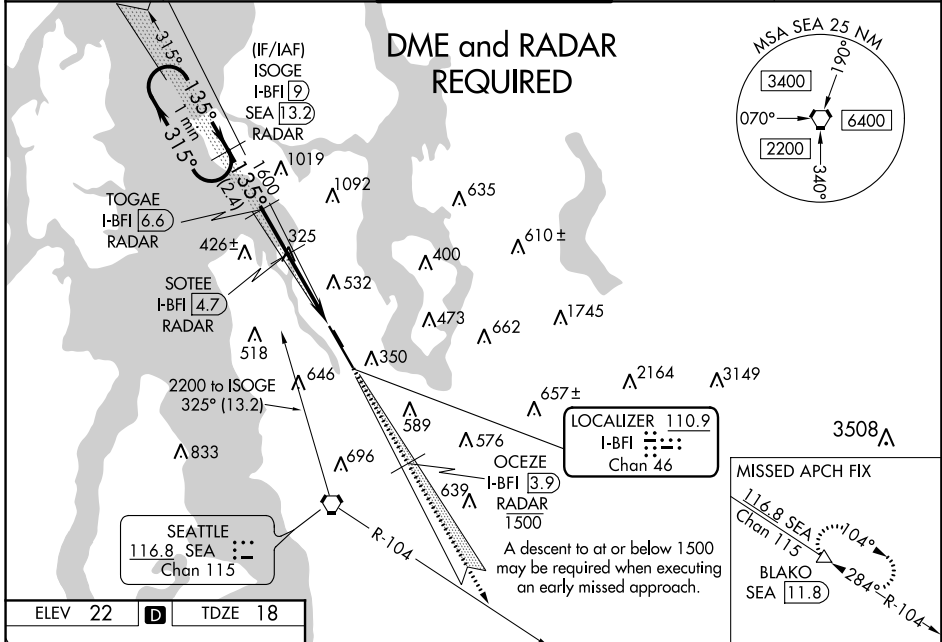
BOEING FIELD/KING COUNTY INTL (BFI)

⚠ Circling NA for C and D northeast of Rwy 14L-32R. For inop ALS, increase S-LOC 14R visibility Cat A/B to RVR 5500, increase Cat C/D visibility to 1% SM. DME and RADAR required. Rwy 14R helicopter visibility below 3/4 SM NA. Circling Rwy 32R NA at night.

MALSF 

MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500, then climb to 6400 on I-BFI SE course and SEA R-104 to BLAKO INT/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

ATIS 127.75	SEATTLE APP CON 119.2 284.7	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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	↑ I-BFI SE crs	1500 OCEZE I-BFI [3.9]	6400 I-BFI SE crs	SEA R-104	BLAKO △
	One Minute Holding Pattern	ISOGE I-BFI [9] RADAR	TOGAE I-BFI [6.6] RADAR	SOTEE I-BFI [4.7] RADAR	* I-BFI [3.4]
	2200	1600	1080	1600	I-BFI [1.7]
	315°	135°	135°	1600	
	GS 3.00° TCH 39	2.4 NM	1.9 NM	1.4	1.6
CATEGORY	A	B	C	D	
S-ILS 14R	308/40 290 (300-3/4)				
S-LOC 14R	580/40	562 (600-3/4)	580-13/8	562 (600-13/8)	
C CIRCLING	760-1 738 (800-1)	880-1 1/4 858 (900-1 1/4)	960-2 3/4 938 (1000-2 3/4)	960-3 938 (1000-3)	

* LOC only
Use I-BFI DME when on the localizer course.

NW-1, 08 NOV 2018 to 06 DEC 2018

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