

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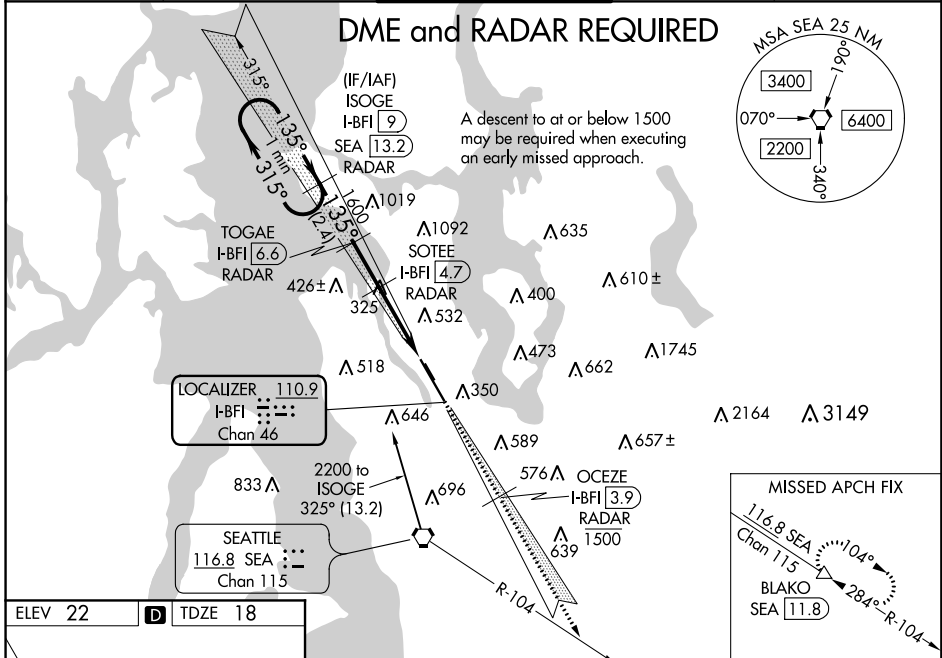
ILS or LOC RWY 14R

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 1½ SM. DME and RADAR required. Rwy 14R helicopter visibility below ¾ SM NA. Circling Rwy 32R NA at night.

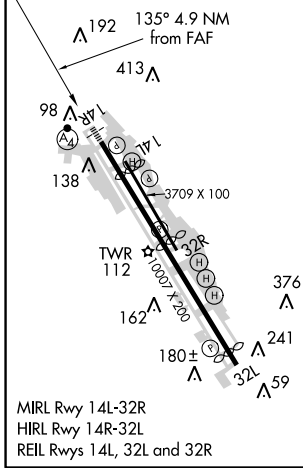
MALSF
MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500, then climb to 6400 on I-BFI SE course and SEA R-104 to BLAKO INT/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

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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NW-1, 28 MAR 2019 to 25 APR 2019

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	ISOGE I-BFI 9 RADAR	I-BFI SE crs 1500	OCEZE I-BFI 3.9 RADAR 1500	6400 I-BFI SE crs	BLAKO SEA R-104 Δ
	TOGAE I-BFI 6.6 RADAR	SOTEE I-BFI 4.7 RADAR	*I-BFI 3.4	I-BFI 1.7	*LOC only
2200 ← 315°	→ 135°	→ 135°	→ 1600	→ *1080	
376 Δ					
321 Δ					
59 Δ					
180± Δ					
162 Δ					
TWR 112					
1007 X 200					
3709 X 100					
98 Δ					
138 Δ					
192 Δ					
413 Δ					
135° 4.9 NM from FAF					
GS 3.00° TCH 39					
2.4 NM	1.9 NM	1.4 NM	1.6 NM		
CATEGORY	A	B	C	D	
S-ILS 14R	308/40 290 (300-¾)				
S-LOC 14R	580/40	562 (600-¾)	580-2⅓	562 (600-1⅓)	
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)	