

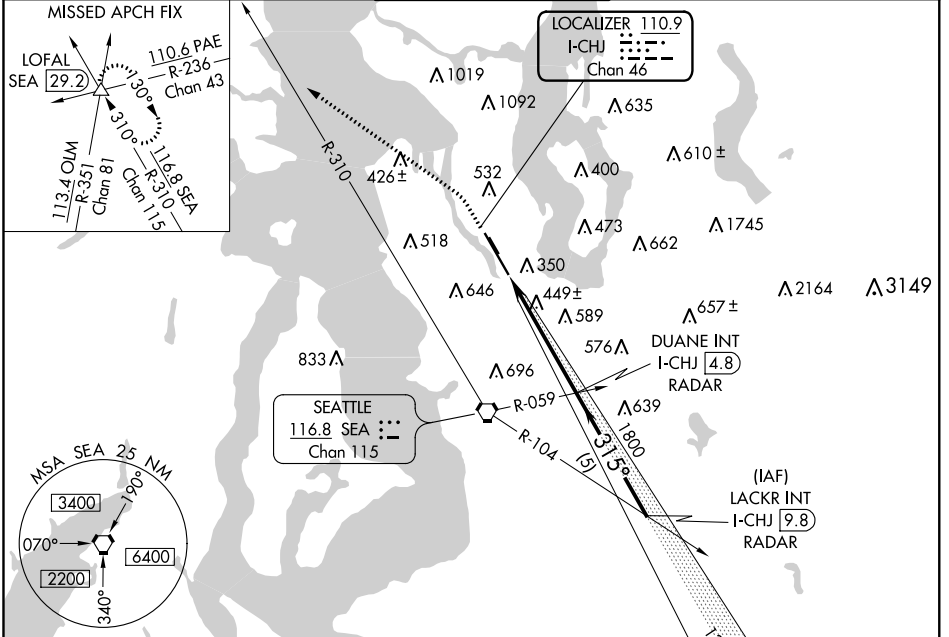
| | | | |
|----------------|-------------|----------|-------------|
| LOC/DME I-CHJ | APP CRS | Rwy Idg | 9120 |
| 110.9 | 315° | TDZE | 21 |
| Chan 46 | | Apt Elev | 21 |

ILS or LOC RWY 32L

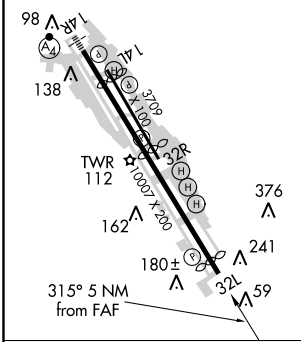
BOEING FIELD/KING COUNTY INTL (BFI)

▼ Helicopter visibility reduction below 3/4 SM NA. **▲** MISSED APPROACH: Climb to 700 then climbing left turn to 6000 on heading 290° and SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

| | | | | |
|-----------------------|---------------------------------------|------------------------------------|-------------------------|--------------------------|
| ATIS 127.75 | SEATTLE APP CON 119.2 284.7 | BOEING TOWER 120.6 257.8 | GND CON 121.9 | CLNC DEL 132.4 |
|-----------------------|---------------------------------------|------------------------------------|-------------------------|--------------------------|

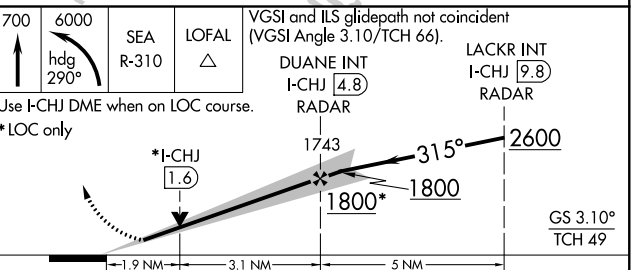


| | |
|----------------|----------------------------|
| ELEV 21 | D TDZE 21 |
| Λ 192 | MIRL Rwy 14L-32R |
| Λ 413 | HIRL Rwy 14R-32L |
| | REIL Rwys 14L, 32L and 32R |



| | | | | | |
|-----------------|------|------|------|------|------|
| FAF to MAP 5 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

RADAR REQUIRED



| | | | | |
|-----------|---------------------|---------------------|---------------------|--------------------|
| CATEGORY | A | B | C | D |
| S-ILS 32L | 428-1½ 407 (500-1½) | | | |
| S-LOC 32L | 700-1 679 (700-1) | 700-2 679 (700-2) | 700-2½ 679 (700-2½) | 700-3 679 (700-3) |
| CIRCLING | 780-1 759 (800-1) | 840-1¼ 819 (900-1¼) | 860-2½ 839 (900-2½) | 960-3 939 (1000-3) |

NW-1, 15 AUG 2019 to 12 SEP 2019

NW-1, 15 AUG 2019 to 12 SEP 2019