

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

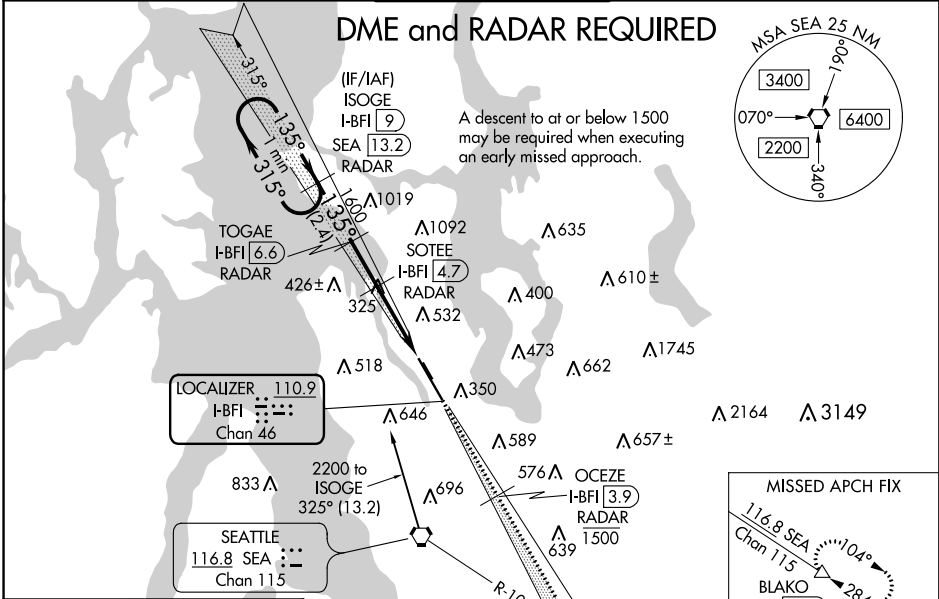
ILS or LOC RWY 14R

BOEING FIELD/KING COUNTY INTL (BFI)

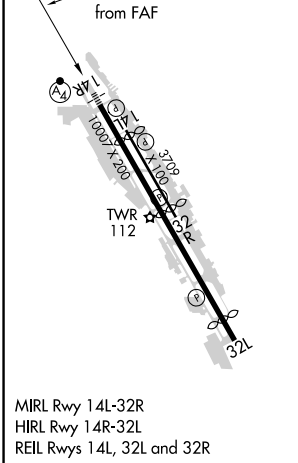
⚠ Circling NA for C and D northeast of Rwy 14L-32R. For inop ALS, increase S-LOC 14R visibility Cat A/B to RVR 5500, increase Cat C/D visibility to 1½ SM. DME and RADAR required. Rwy 14R helicopter visibility below ¾ SM NA. Circling Rwy 32R NA at night.

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
-----------------------	---------------------------------------	------------------------------------	-------------------------	--------------------------



ELEV 22	D	TDZE 18
----------------	----------	----------------



Use I-BFI DME when on the localizer course.	ISOGE I-BFI 9 RADAR	I-BFI SE crs	OCEZE I-BFI 3.9 1500	6400 I-BFI SE crs	BLAKO SEA R-104
One Minute Holding Pattern	TOGAE I-BFI 6.6 RADAR	SOTEE I-BFI 4.7 RADAR	*I-BFI 3.4	I-BFI 1.7	*LOC only
2200 ← 31.5°	1600 ← 135°	1600 ← 135°	1600 ← 135°	1600 ← 135°	1600 ← 135°
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)	580-2¾	562 (600-1½)	
C CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)	

NW-1, 27 FEB 2020 to 26 MAR 2020

NW-1, 27 FEB 2020 to 26 MAR 2020