

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

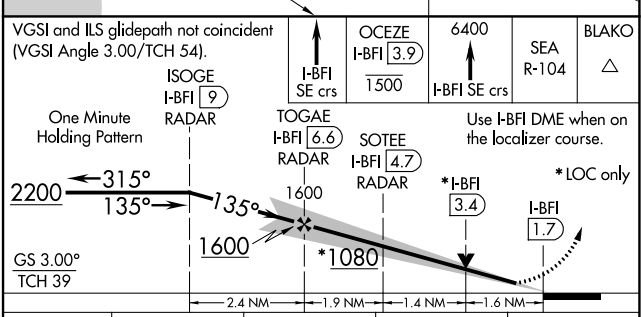
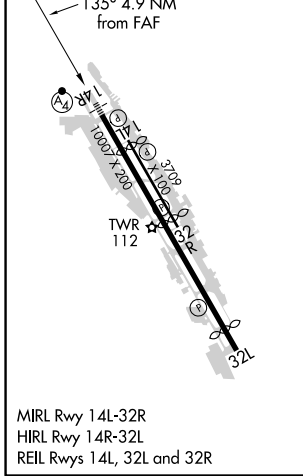
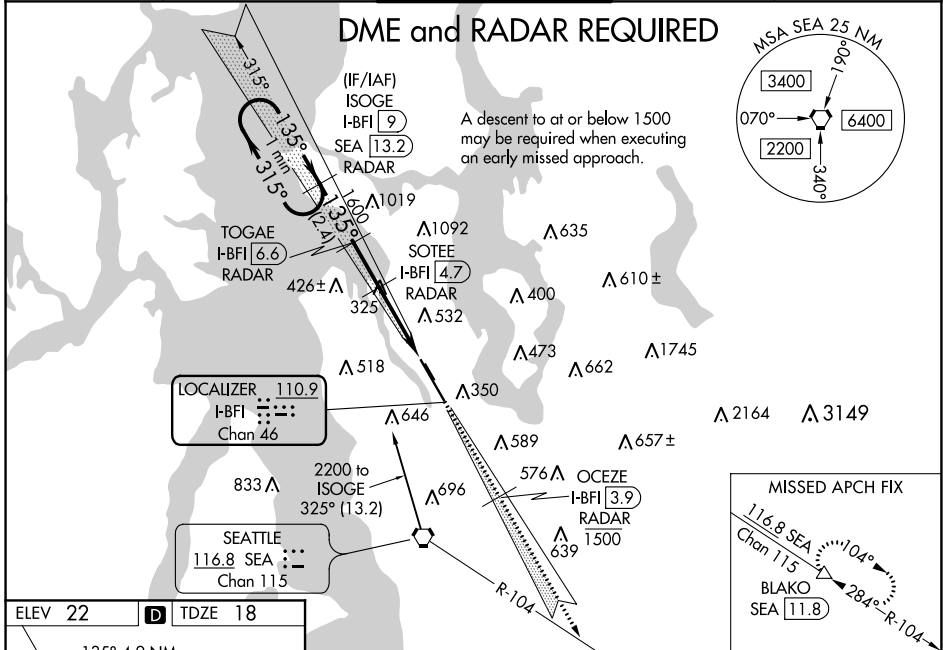
BOEING FIELD/KING COUNTY INTL (BFI)

⚠ 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 $\frac{1}{2}$ SM. DME and RADAR required. Rwy 14R helicopter visibility below $\frac{3}{4}$ SM NA. Circling Rwy 32R NA at night. S-ILS 14R # procedure NA when VGSI inop.

MALSF
A4

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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CATEGORY	A	B	C	D
S-ILS 14R#	308/40 290 (300- $\frac{3}{4}$)			
S-LOC 14R	580/40	562 (600- $\frac{3}{4}$)	580- $\frac{1}{8}$	562 (600- $\frac{1}{8}$)
C CIRCLING	760-1 738 (800-1)	880- $\frac{1}{4}$ 858 (900- $\frac{1}{4}$)	960- $\frac{3}{4}$ 938 (1000- $\frac{3}{4}$)	960-3 938 (1000-3)

NW-1, 10 SEP 2020 to 08 OCT 2020

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