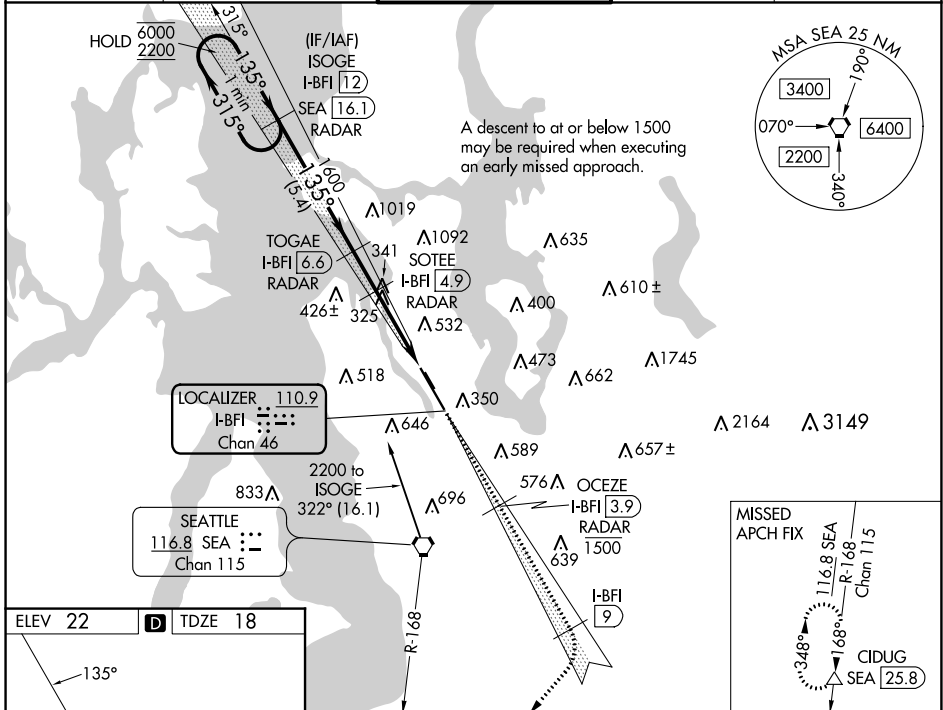


LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE 18 Apt Elev 22	9120
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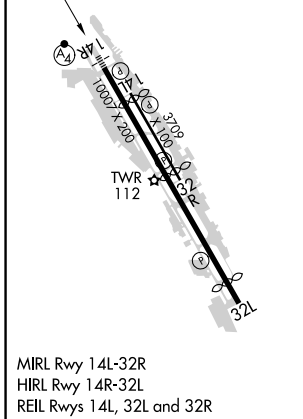
ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.		MALSF	MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.	
ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4



ELEV 22	D	TDZE 18
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Use I-BFI DME when on the localizer course.	↑ ISOGE I-BFI 12	↑ OCEZE I-BFI 3.9 / 1500	↑ I-BFI 9	5000 SEA R-168	CIDUG △
One Minute Holding Pattern	SEA 16.1 RADAR	TOGAE I-BFI 6.6 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		
6000 ← 315°	2200 → 135°	1600 → 135°	1080 → 135°	1600 → 135°	1080 → 135°
GS 3.00°	TCH 39	5.4 NM	1.6 NM	1.6 NM	1.7 NM
CATEGORY	A	B	C	D	
S-ILS 14R*	308/40		290 (300-¾)		
S-LOC 14R	600/40	582 (600-¾)	600-1 ⅓	582 (600-1 ⅓)	
CIRCLING	760-1	880-1 ¼	960-2 ¾	960-3	
	738 (800-1)	858 (900-1 ¼)	938 (1000-2 ¾)	938 (1000-3)	

NW-1, 23 FEB 2023 to 23 MAR 2023

NW-1, 23 FEB 2023 to 23 MAR 2023