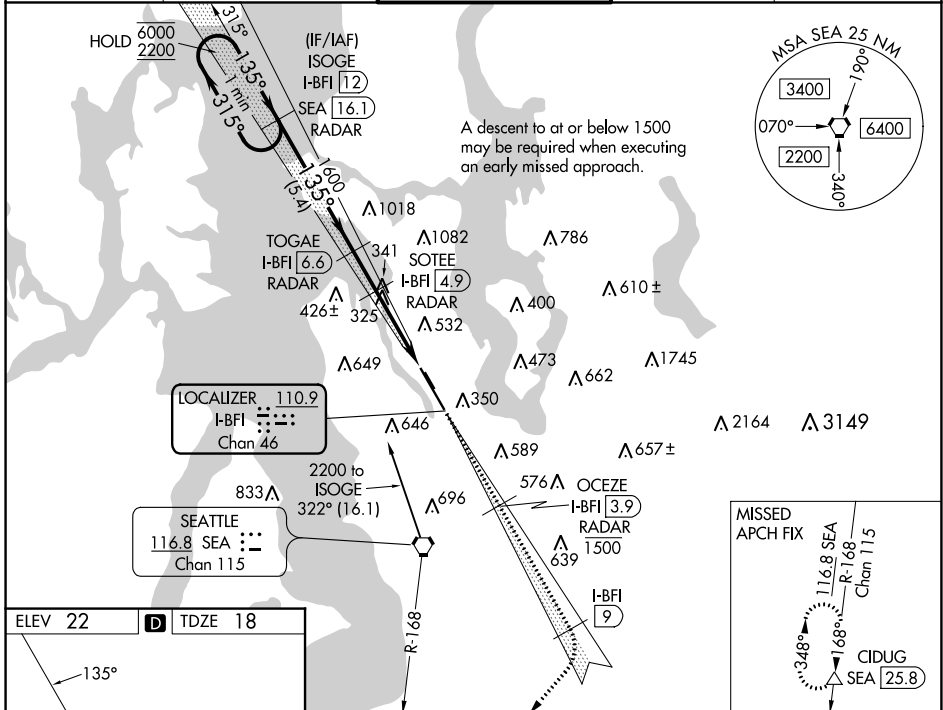


|   |                        |                             |                                       |
|---|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-BFI<br><b>110.9</b><br>Chan <b>46</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE<br>Apt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

# ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

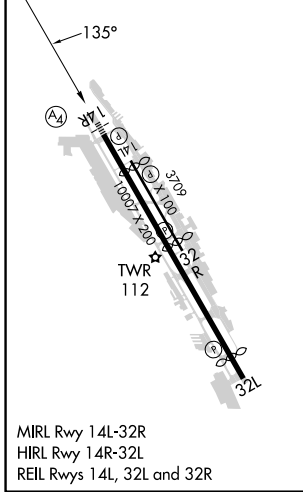
|  |                                       |                                    |   |                          |
|--|---------------------------------------|------------------------------------|---|--------------------------|
| DME and RADAR required.  |                                       | MALSF<br>                          | 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. |                          |
| ⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R.<br>⚠ Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop. |                                       |                                    |   |                          |
| ATIS<br><b>127.75</b>  | SEATTLE APP CON<br><b>125.9 306.9</b> | BOEING TOWER<br><b>120.6 257.8</b> | GND CON<br><b>121.9</b>   | CLNC DEL<br><b>132.4</b> |



NW-1, 10 AUG 2023 to 07 SEP 2023

NW-1, 10 AUG 2023 to 07 SEP 2023

|                |          |                |
|----------------|----------|----------------|
| ELEV <b>22</b> | <b>D</b> | TDZE <b>18</b> |
|----------------|----------|----------------|



|   |                      |                        |   |                         |                |                       |
|---|----------------------|------------------------|---|-------------------------|----------------|-----------------------|
| Use I-BFI DME when on the localizer course.                       | ↑ ISOGE I-BFI 12     | ↑ I-BFI SE crs 1500    | ↑ OCEZE I-BFI 3.9   | ↑ I-BFI SE crs 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°   | 135° →               | 135° ↘                 | 1600  | 1080                    | 1600           | 1080                  |
| GS 3.00°  | TCH 39               | 5.4 NM                 | 1.6 NM  | 1.6 NM                  | 1.7 NM         |                       |
| MIRL Rwy 14L-32R<br>HIRL Rwy 14R-32L<br>REIL Rwy 14L, 32L and 32R |                      |                        |   |                         |                |                       |
| <b>C</b> CIRCLING   | 760-1<br>738 (800-1) | 880-1¼<br>858 (900-1¼) | 960-2¾<br>938 (1000-2¾)   | 960-1⅓<br>938 (1000-1⅓) | 582 (600-1⅓)   | 960-3<br>938 (1000-3) |