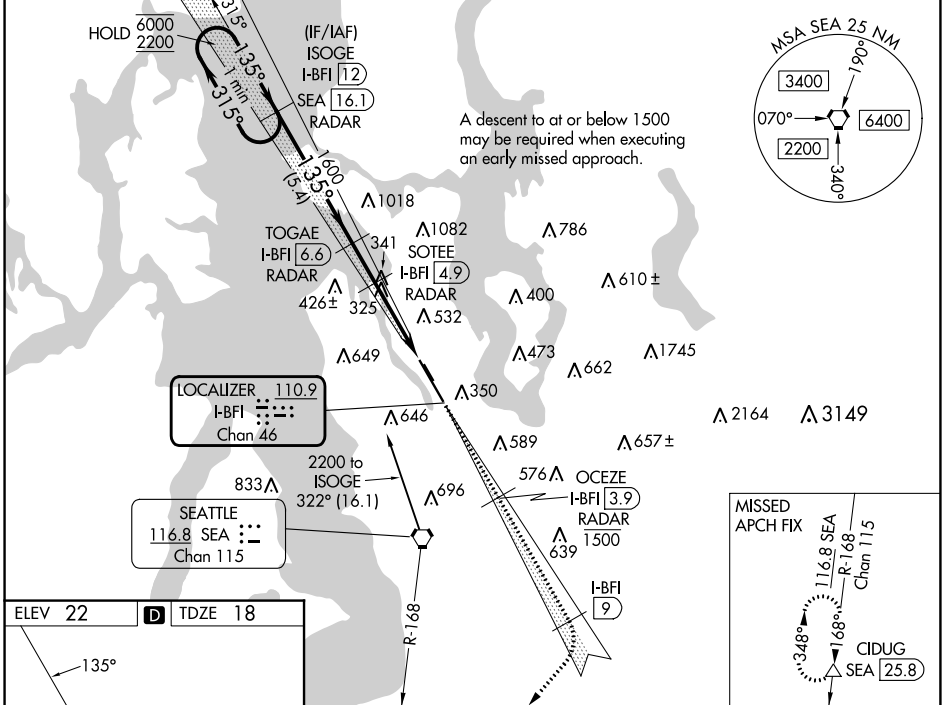


LOC/DME I-BFI <b>110.9</b> Chan <b>46</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>9120</b> <b>18</b> <b>22</b>
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# ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

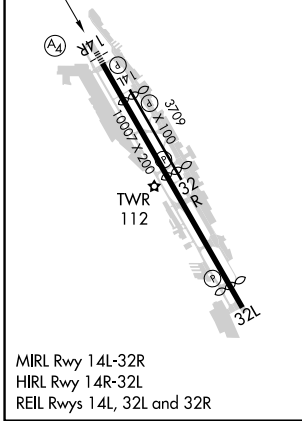
DME and RADAR required.		MALSF 	MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.	
⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R. ⚠ 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 <b>127.75</b>	SEATTLE APP CON <b>125.9 306.9</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>132.4</b>



NW-1, 30 NOV 2023 to 28 DEC 2023

NW-1, 30 NOV 2023 to 28 DEC 2023

ELEV <b>22</b>	<b>D</b>	TDZE <b>18</b>
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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 SEA 25.8
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
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)		
<b>C</b> CIRCLING	760-1 738 (800-1)	880-1 ¼ 858 (900-1 ¼)	960-2 ¾ 938 (1000-2 ¾)	960-3 938 (1000-3)		