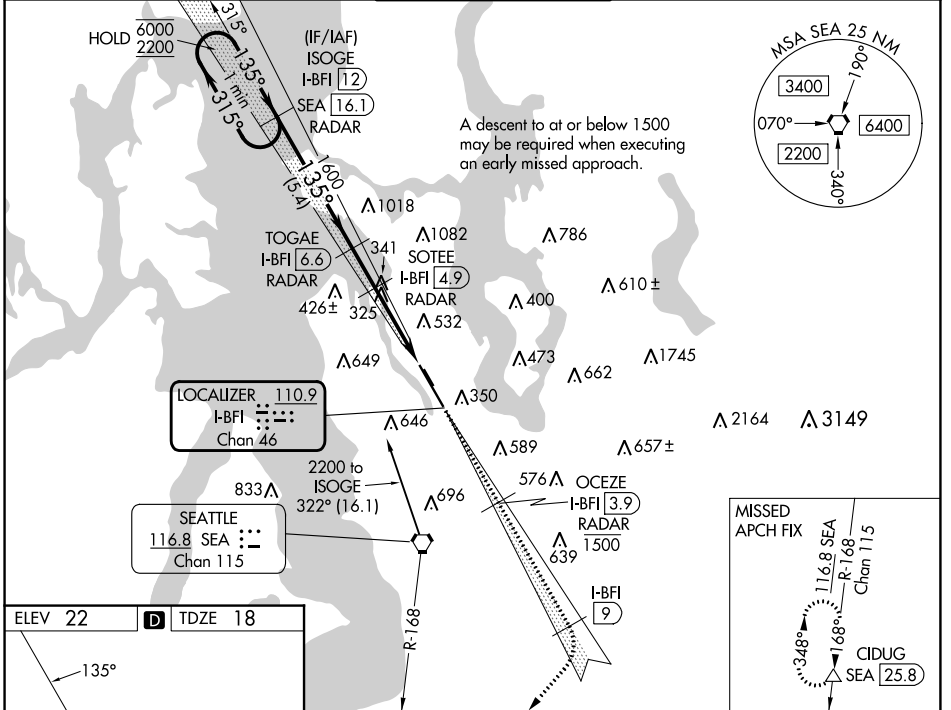


LOC/DME I-BFI <b>110.9</b> Chan <b>46</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>9120</b> <b>18</b> <b>22</b>
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# ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

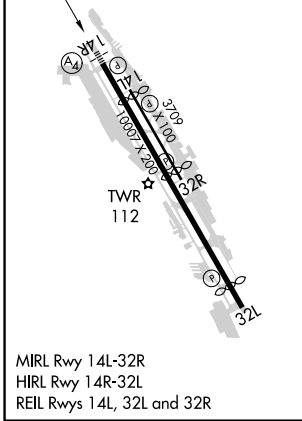
DME and RADAR required.		MALSF	MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.	
ATIS <b>127.75</b>	SEATTLE APP CON <b>125.9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



NW-1, 11 JUL 2024 to 08 AUG 2024

NW-1, 11 JUL 2024 to 08 AUG 2024

ELEV <b>22</b>	<b>D</b>	TDZE <b>18</b>
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Use I-BFI DME when on the localizer course.	OCEZE I-BFI 3.9 1500	I-BFI 9	5000 SEA R-168	CIDUG
One Minute Holding Pattern	ISOG I-BFI 12	TOGAE I-BFI 6.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	
6000 ← 315°	SEA 16.1	SOTEE I-BFI 4.9	I-BFI 3.4	I-BFI 1.7
2200 → 135°	1600	1080	5.4 NM   1.6 NM   1.6 NM   1.7 NM	
GS 3.00°				
TCH 39				

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)