

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg 9120 TDZE 18 Apt Elev 22
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ILS or LOC RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

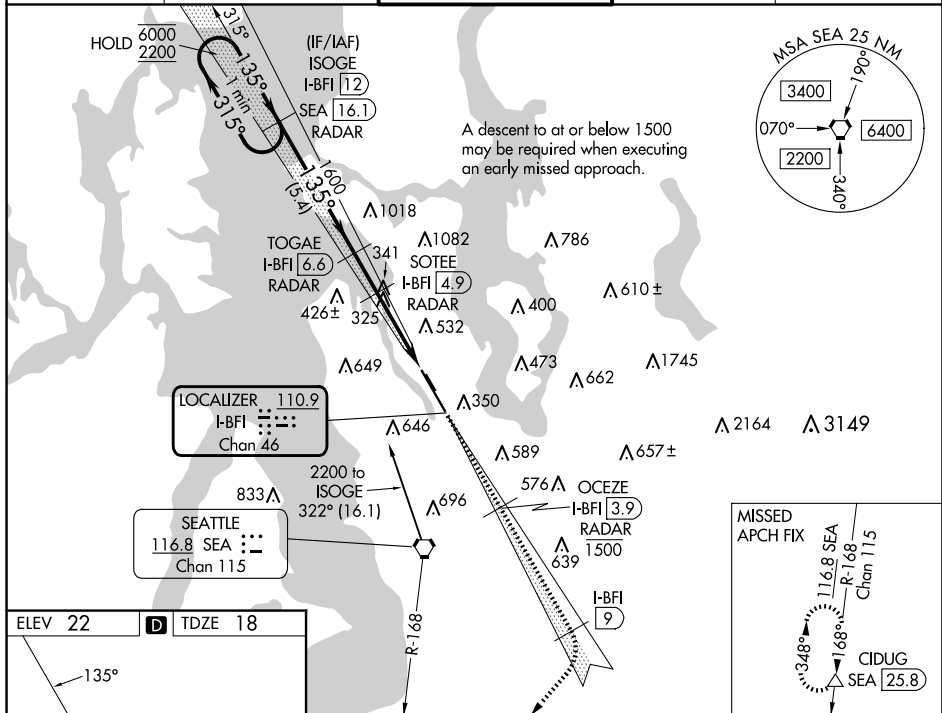
A Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSi inop.

MALSF

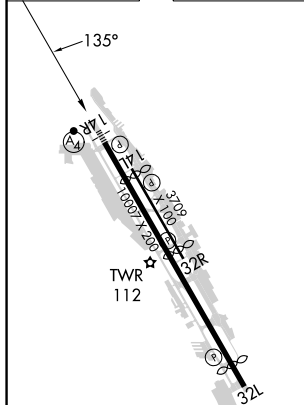


MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 18
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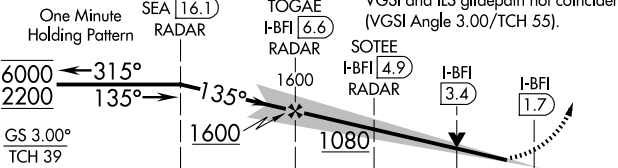

MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwy 14L, 32L and 32R

SEATTLE, WASHINGTON
Amdt 32 29DEC22

47°32'N-122°18'W

BOEING FLD/KING COUNTY INTL (BFI)
ILS or LOC RWY 14R

NW-1, 10 JUL 2025 to 07 AUG 2025

Use I-BFI DME when on the localizer course.					 I-BFI SE crs	OCEZE I-BFI 3.9 1500	 I-BFI SE crs	I-BFI 9 	5000 SEA R-168	CIDUG △
One Minute Holding Pattern					ISOGE I-BFI 12 SEA 16.1 RADAR	TOGAE I-BFI 6.6 RADAR	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 55).			
										
CATEGORY	A		B		C		D			
S-ILS 14R*			308/40		290 (300-¾)					
S-LOC 14R	600/40		582 (600-¾)		600-1⅓		582 (600-1⅓)			
 CIRCLING	760-1 738 (800-1)		880-1¼ 858 (900-1¼)		960-2¾ 938 (1000-2¾)		960-3 938 (1000-3)			