

SEATTLE, WASHINGTON

AL-384 (FAA)

25051

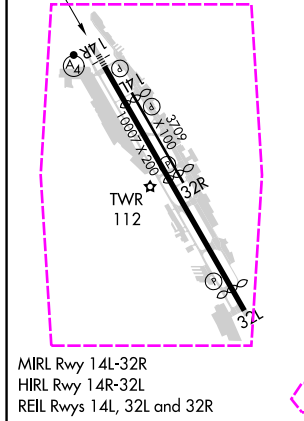
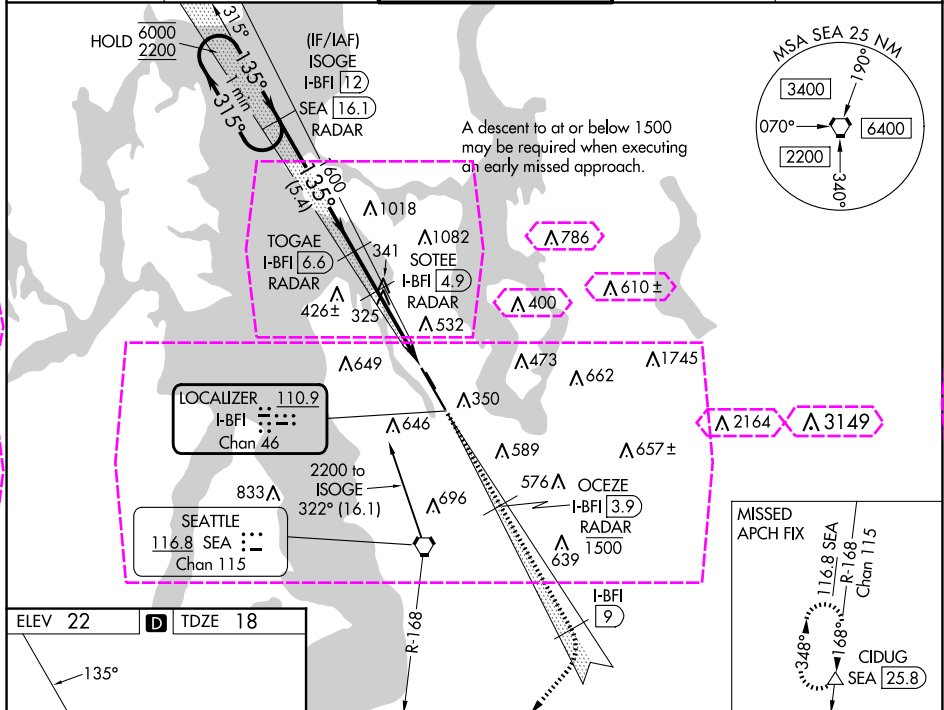
LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE 18 Apt Elev 22
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ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.	MALS F	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.
<p>⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R.</p> <p>⚠ 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.</p>		

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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Use I-BFI DME when on the localizer course.	ISOGE I-BFI 12 SEA 16.1 RADAR	OCEZE I-BFI 3.9 1500	I-BFI 9	5000 SEA CIDUG
One Minute Holding Pattern	TOGAE I-BFI 6.6 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		
6000 ← 315°	135° →	1600	1080	
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)	600-1⅓	582 (600-1⅓)
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

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

NW-1, 10 JUL 2025 to 07 AUG 2025

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Ldg 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.

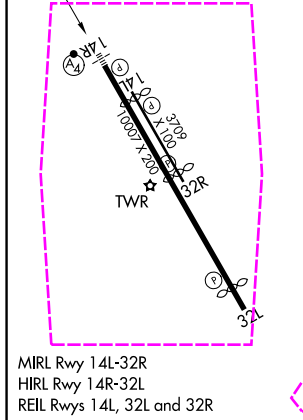
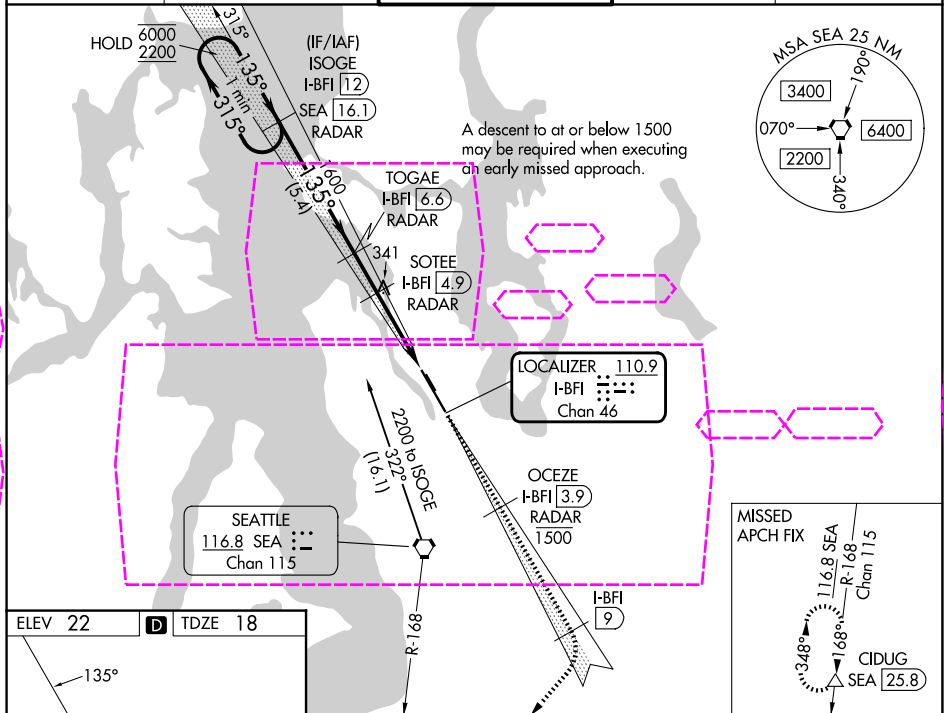
T Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSJ inop.

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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Use I-BFI DME when on the localizer course.					
ISOGE I-BFI [12]		I-BFI SE crs	OCEZE I-BFI [3.9] 1500	I-BFI SE crs	I-BFI [9] hdg 206°
SEA [16.1] RADAR		TOGAE I-BFI [6.6] RADAR	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 55).		
One Minute Holding Pattern		SOTEE I-BFI [4.9] RADAR	I-BFI [3.4]	I-BFI [1.7]	
6000 ← 315° 2200 → 135°		1600	1080		
GS 3.00° TCH 39		1600			
		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) 600-1⅓ 582 (600-1⅓)				
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)	