

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

ILS or LOC RWY 14R

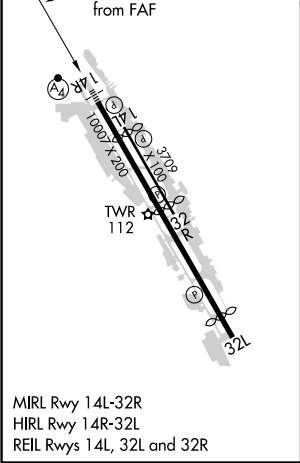
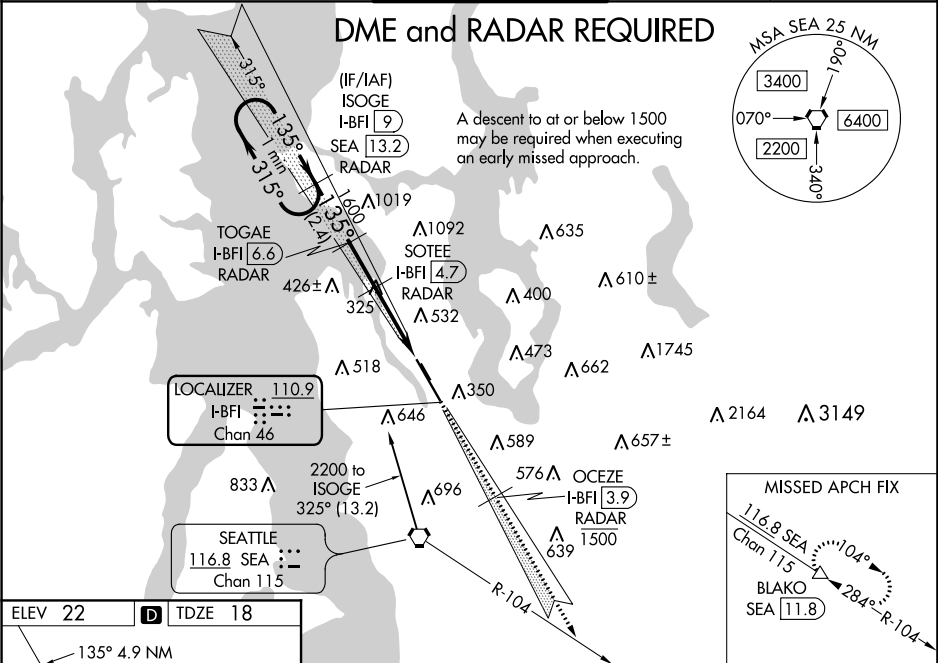
BOEING FIELD/KING COUNTY INTL (BFI)

⚠ Circling NA for C and D northeast of Rwy 14L-32R. For inop ALS, increase S-LOC 14R visibility Cat A/B to RVR 5500, increase Cat C/D visibility to 1½ SM. DME and RADAR required. Rwy 14R helicopter visibility below ¾ SM NA. Circling Rwy 32R NA at night. 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 to 6400 on I-BFI SE course and SEA R-104 to BLAKO INT/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	119.2 284.7	120.6 257.8	121.9	132.4



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 54).					
<div>One Minute Holding Pattern</div> <div>2200 ← 315° 135° →</div> <div>GS 3.00° TCH 39</div>	ISOGE I-BFI [9] RADAR	TOGAE I-BFI [6.6] RADAR	OCEZE I-BFI [3.9] 1500	SEA R-104	
			SOTEE I-BFI [4.7] RADAR		BLAKO △
	Use I-BFI DME when on the localizer course.				
	<div><div>1600</div><div>*1080</div><div>*I-BFI [3.4]</div><div>I-BFI [1.7]</div><div>*LOC only</div></div>				
<div><div>2.4 NM</div><div>1.9 NM</div><div>1.4 NM</div><div>1.6 NM</div></div>					
CATEGORY	A	B	C	D	
S-ILS 14R#	308/40 290 (300-¾)				
S-LOC 14R	580/40	562 (600-¾)	580-1⅓	562 (600-1⅓)	
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)	

NW-1, 31 DEC 2020 to 28 JAN 2021

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