

LOC/DME I-CHJ	APP CRS	Rwy Idg	9120
110.9	315°	TDZE	21
Chan 46		Apt Elev	22

ILS or LOC RWY 32L

BOEING FIELD/KING COUNTY INTL (BFI)

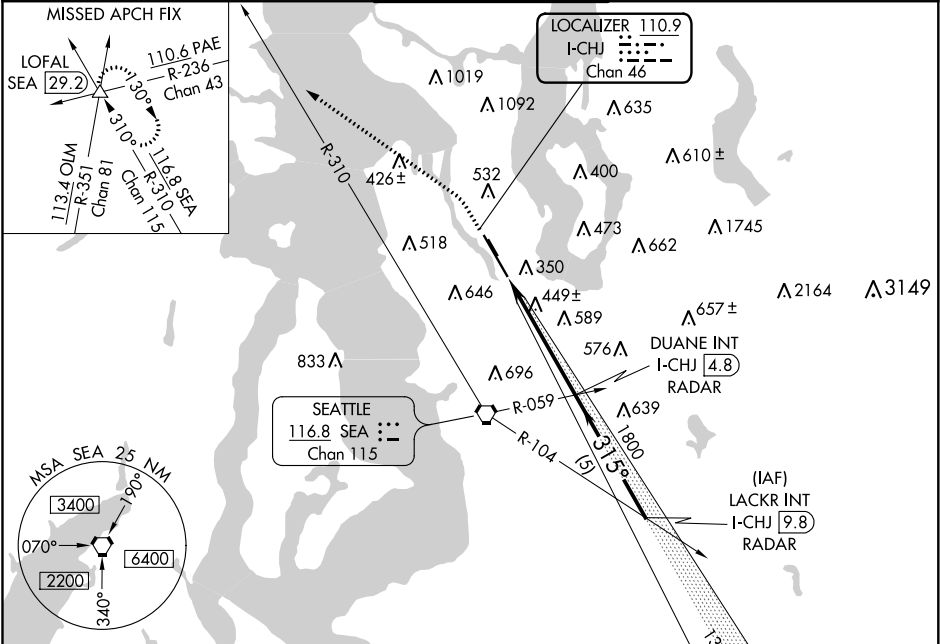
▼

▲

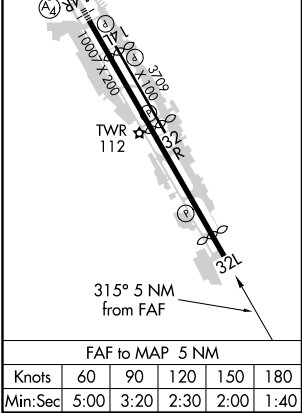
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 700 then climbing left turn to 6000 on heading 290° and SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

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



ELEV 22	TDZE 21
MIRL Rwy 14L-32R	
HIRL Rwy 14R-32L	
REIL Rwy 14L, 32L and 32R	



RADAR REQUIRED

700

6000

hdg 290°

SEA R-310

LOFAL

VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 66).

DUANE INT I-CHJ 4.8 RADAR

LACKR INT I-CHJ 9.8 RADAR

Use I-CHJ DME when on LOC course.

*LOC only

*I-CHJ 1.6

1743

315°

2600

1800*

1800

GS 3.10° TCH 49

1.9 NM

3.1 NM

5 NM

CATEGORY	A	B	C	D
S-ILS 32L	428-1½ 407 (500-1½)			
S-LOC 32L	700-1 679 (700-1)	700-2 679 (700-2)	700-2¼ 679 (700-2¼)	700-3 960-3
CIRCLING	780-1 758 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)