

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 FLD/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.

MAISF

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

DME and RADAR REQUIRED

ELEV 22 TDZE 18

MIRL Rwy 14L-32R

HIRL Rwy 14R-32L

REIL Rws 14L, 32L and 32R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).				
One Minute Holding Pattern		I-BFI SE crs	OCEZE I-BFI 3.9 1500	6400 I-BFI SE crs
ISOGE I-BFI 9 RADAR		TOGAE I-BFI 6.6 RADAR	SOTEE I-BFI 4.7 RADAR	Use I-BFI DME when on the localizer course.
2200 ← 315° 135° → 1600 1735° 1600 *1080		*I-BFI 3.4 *LOC only I-BFI 1.7		
GS 3.00° TCH 39		2.4 NM 1.9 NM 1.4 NM 1.6 NM		
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)

SEATTLE, WASHINGTON

Amtd 31B 05NOV20

47°32'N-122°18'W

BOEING FLD/KING COUNTY INTL (BFI)

ILS or LOC RWY 14R