ILS RWY 13R

BOEING FIELD/KING COUNTY INTL (BFI)

LOC/DME I-BFI	APP CRS	Rwy Idg	9120
110.9	130°	TDZE	18
Chan 46		Apt Elev	21

Inoperative table does not apply. DME required. Visibility reduction by helicopters NA. Disregard OM indications.

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

RADAR REQUIRED

MSA SEA 25 NM: 180°–3400; 070°–6400; 340°–2200

When GS not used, use LOC/DME Rwy 13R procedure.

(IF) ISOGE I-BFI 9 RADAR

OM

TOGAE I-BFI 6.5

LOCALIZER 110.9 I-BFI Chan 46

OCEZE I-BFI 3.9 RADAR

SEATTLE 116.8 SEA Chan 115

BLAKO SEA 11.8

109.6 TCM Chan 33

R-104 R-035

ELEV 21 D TDZE 18

130° 4.8 NM from TOGAE

TWR 112

3710 X 100

10000 X 200

MIRL Rwy 13L-31R
HIRL Rwy 13R-31L
REIL Rwys 13L, 31L and 31R

Procedure Turn NA

ISOGE I-BFI 9 RADAR

TOGAE I-BFI 6.5

I-BFI SE crs

1500 OCEZE I-BFI 3.9 RADAR

6400 I-BFI SE crs

SEA R-104

BLAKO △

2200 130° 1600

1600

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 75).

GS 3.00° TCH 40

2.5 NM 4.8 NM

CATEGORY	A	B	C	D
S-ILS 13R	291/50	273 (300-1)		

NW-1, 26 JUN 2014 to 24 JUL 2014
NW-1, 26 JUN 2014 to 24 JUL 2014