

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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ILS or LOC RWY 14R

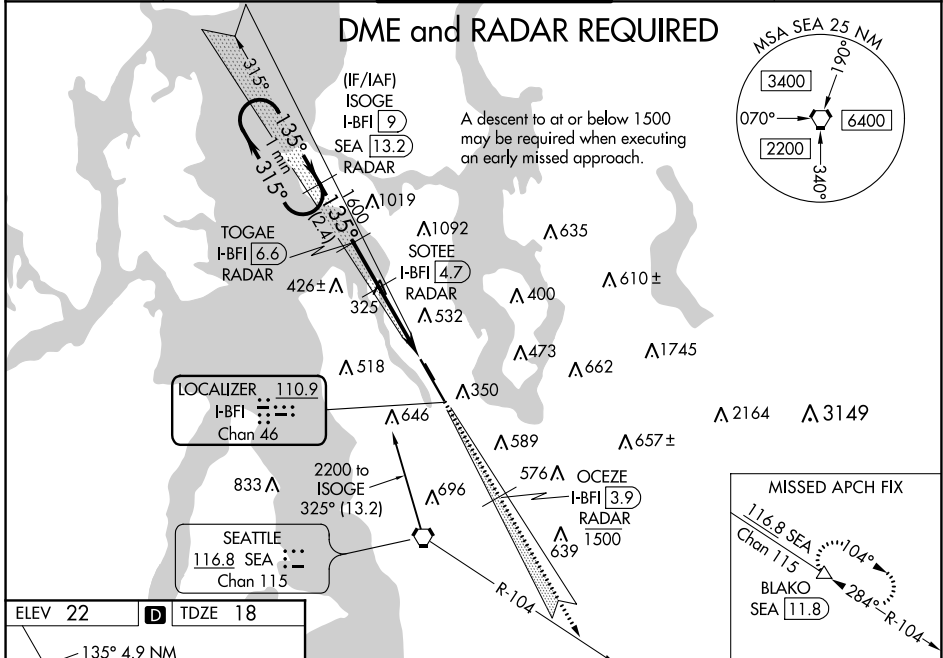
BOEING FIELD/KING COUNTY INTL (BFI)

⚠ 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 1 $\frac{1}{2}$ SM. DME and RADAR required. Rwy 14R helicopter visibility below $\frac{3}{4}$ SM NA. Circling Rwy 32R NA at night. S-ILS 14R # numnons 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.

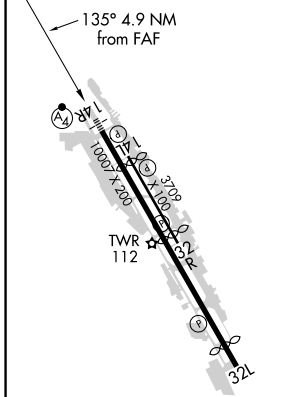
ATIS 127.75	SEATTLE APP CON 119.2 284.7	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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NW-1, 25 FEB 2021 to 25 MAR 2021

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ELEV 22	D	TDZE 18
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).	OCEZE I-BFI 3.9 1500	6400 I-BFI SE crs	SEA R-104	BLAKO Δ
One Minute Holding Pattern	TOGAE I-BFI 6.6 RADAR	SOTEE I-BFI 4.7 RADAR	Use I-BFI DME when on the localizer course.	
2200 ← 315°	1600 ← 135°	1600 ← 135°	* 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

MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rws 14L, 32L and 32R

CATEGORY	A	B	C	D
S-ILS 14R#	308/40 290 (300- $\frac{3}{4}$)			
S-LOC 14R	580/40	562 (600- $\frac{3}{4}$)	580- $2\frac{3}{4}$	562 (600- $1\frac{1}{2}$)
C CIRCLING	760-1 738 (800-1)	880- $1\frac{1}{4}$ 858 (900- $1\frac{1}{4}$)	960- $2\frac{3}{4}$ 938 (1000- $2\frac{3}{4}$)	960-3 938 (1000-3)