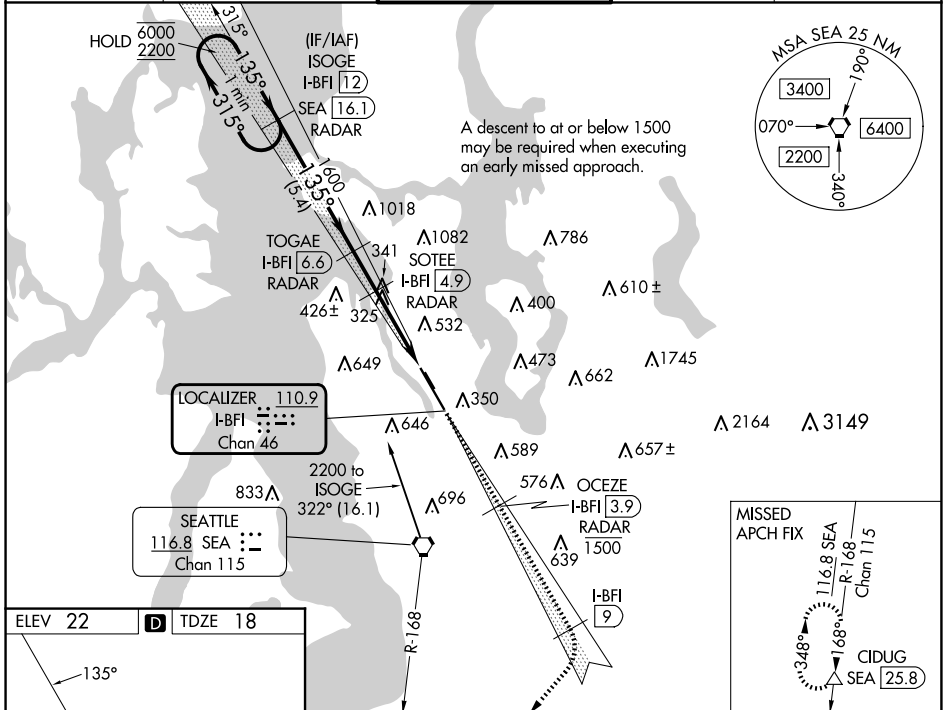


LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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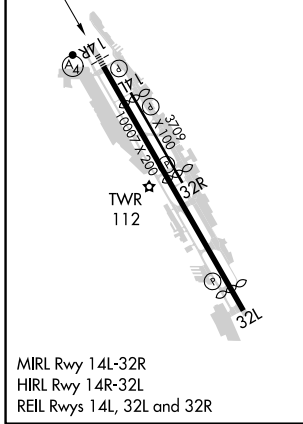
ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.		MALSF	MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.	
ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4



ELEV 22	D	TDZE 18
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Use I-BFI DME when on the localizer course.	ISOGE I-BFI 12	OCEZE I-BFI 3.9 / 1500	I-BFI 9	5000 SEA R-168	CIDUG																		
TOGAE I-BFI 6.6	SEA 16.1	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).																					
SOTEE I-BFI 4.9	I-BFI 3.4	I-BFI 1.7																					
<table border="1"> <tr> <td>6000 ← 315°</td> <td>135° →</td> <td>135°</td> <td>1600</td> <td>1080</td> <td></td> </tr> <tr> <td colspan="2">GS 3.00° TCH 39</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2"></td> <td>5.4 NM</td> <td>1.6 NM</td> <td>1.6 NM</td> <td>1.7 NM</td> </tr> </table>						6000 ← 315°	135° →	135°	1600	1080		GS 3.00° TCH 39								5.4 NM	1.6 NM	1.6 NM	1.7 NM
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GS 3.00° TCH 39																							
		5.4 NM	1.6 NM	1.6 NM	1.7 NM																		
CATEGORY	A	B	C	D																			
S-ILS 14R*	308/40		290 (300-¾)																				
S-LOC 14R	600/40	582 (600-¾)	600-1 ⅓	582 (600-1 ⅓)																			
C CIRCLING	760-1 738 (800-1)	880-1 ¼ 858 (900-1 ¼)	960-2 ¾ 938 (1000-2 ¾)	960-3 938 (1000-3)																			

NW-1, 15 MAY 2025 to 12 JUN 2025

NW-1, 15 MAY 2025 to 12 JUN 2025