

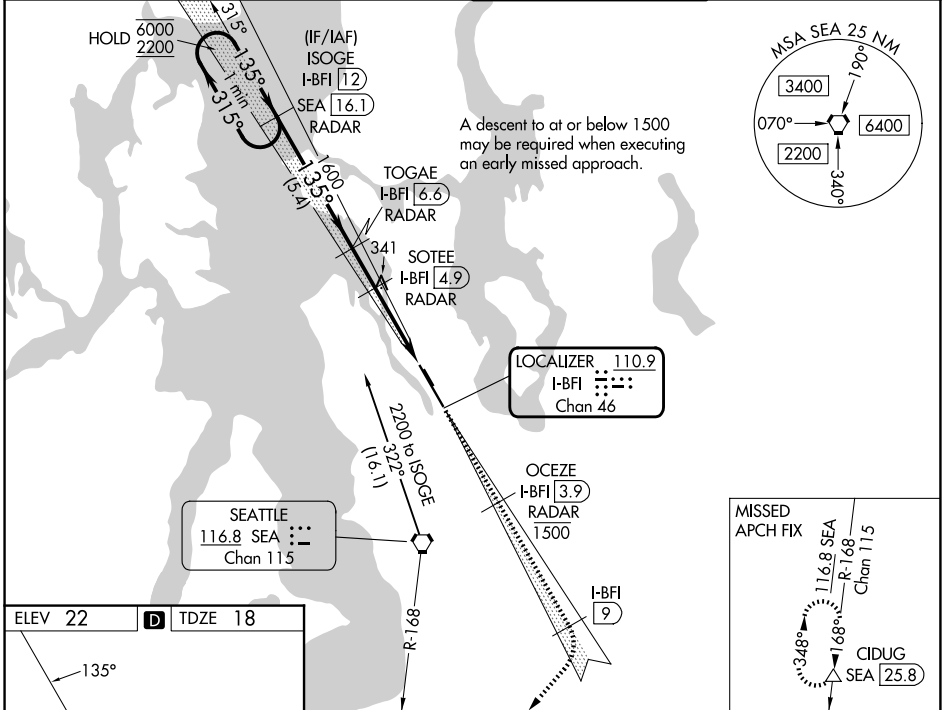
| | | |
|------------------------------------------|------------------------|-------------------------------------------------|
| LOC/DME I-BFI 110.9 Chan 46 | APP CRS 135° | Rwy Ldg 9120 TDZE 18 Apt Elev 22 |
|------------------------------------------|------------------------|-------------------------------------------------|

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. |
| <p>⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R.</p> <p>⚠ Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.</p> | | | |

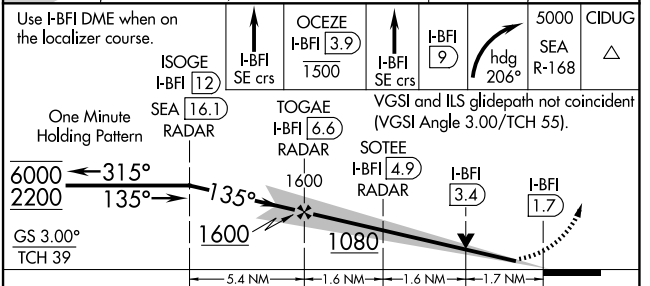
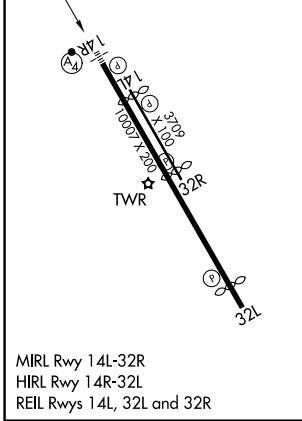
| | | | |
|-----------------------|---------------------------------------|------------------------------------|-------------------------|
| ATIS 127.75 | SEATTLE APP CON 125.9 306.9 | BOEING TOWER 120.6 257.8 | GND CON 121.9 |
|-----------------------|---------------------------------------|------------------------------------|-------------------------|



NW-1, 16 APR 2026 to 14 MAY 2026

NW-1, 16 APR 2026 to 14 MAY 2026

| | | |
|---------|----------|---------|
| ELEV 22 | D | TDZE 18 |
|---------|----------|---------|



| 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) |
| CIRCLING | 760-1 | 880-1 ¼ | 960-2 ¾ | 960-3 |
| | 738 (800-1) | 858 (900-1 ¼) | 938 (1000-2 ¾) | 938 (1000-3) |