

LOC/DME I-BFI <b>110.9</b> Chan <b>46</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev <b>9120</b> <b>18</b> <b>21</b>
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# ILS RWY 13R

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

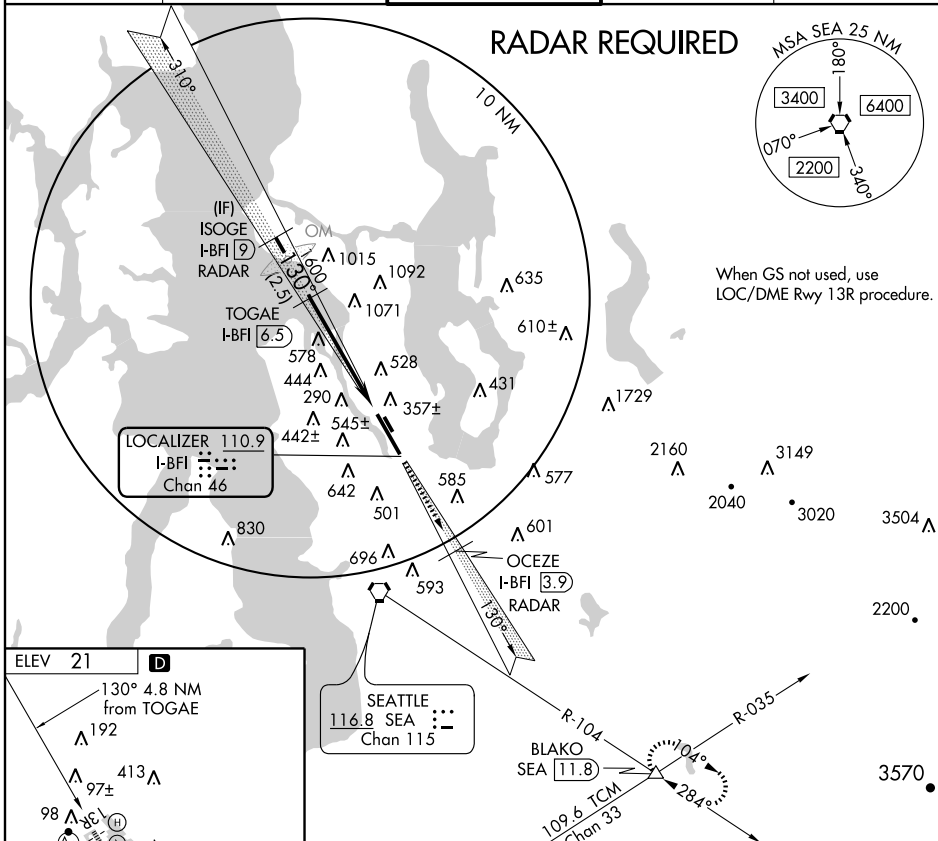
**▼** Inoperative table does not apply.  
DME required.  
Visibility reduction by helicopters NA.  
Disregard OM indications.

MALSF



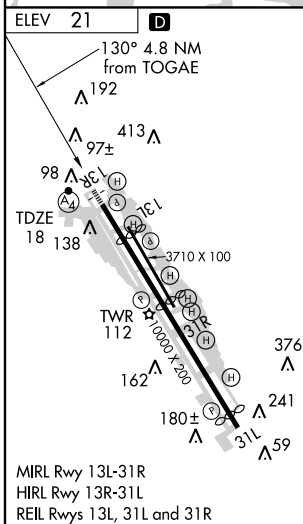
**MISSED APPROACH:** Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500, then climb to 6400 on I-BFI SE course and SEA R-104 to BLAKO Int/SEA 11.8 DME and hold, continue climb-in-hold to 6400.

ATIS <b>127.75</b>	SEATTLE APP CON <b>119.2 284.7</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>132.4</b>
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NW-1, 13 JAN 2011 to 10 FEB 2011

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Procedure Turn NA	ISOGE I-BFI 9 RADAR	TOGAE I-BFI 6.5	OCEZE I-BFI 3.9 RADAR	SEA R-104	BLAKO
2200	1600	1500	6400		
GS 3.00° TCH 40	VGSi and ILS glidepath not coincident.				
CATEGORY	A	B	C	D	
S-ILS 13R	291/50 273 (300-1)				