

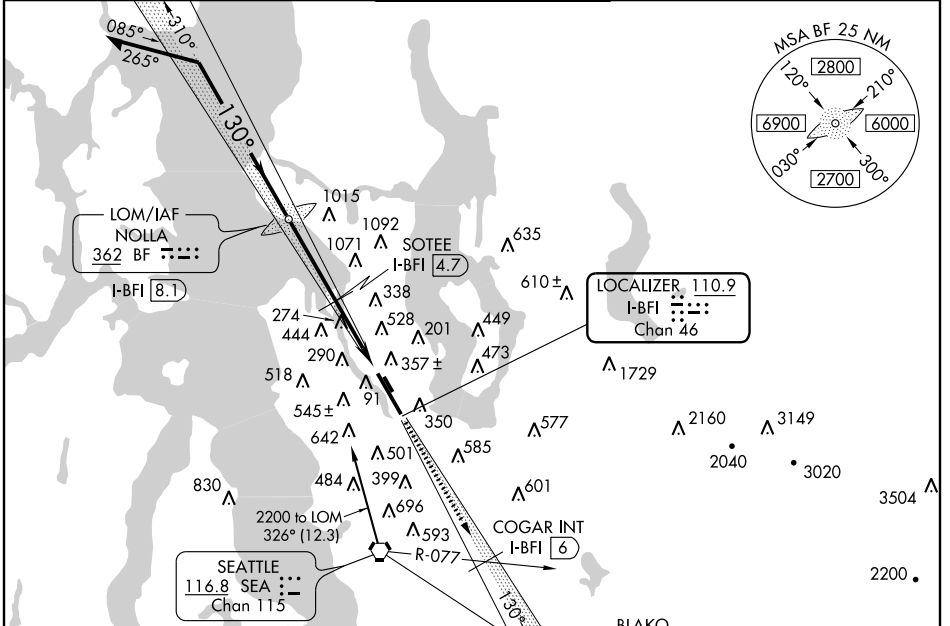
LOC/DME I-BFI 110.9 Chan 46	APP CRS 130°	Rwy Idg TDZE Apt Elev	9120 18 21
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LOC/DME RWY 13R

SEATTLE / BOEING FIELD/KING COUNTY INTL (BFI)

<p>Inoperative table does not apply. Visibility reduction by helicopters NA. Front course unusable beyond 20 degrees left of course.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 2000 via I-BFI SE course to COGAR/I-BFI 6 DME/SEA R-077, then continue climb to 6400 via I-BFI SE course and SEA R-104 to BLAKO INT/SEA 11.8 DME and hold, continue climb-in-hold to 6400.</p>	

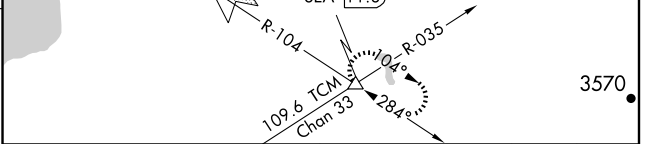
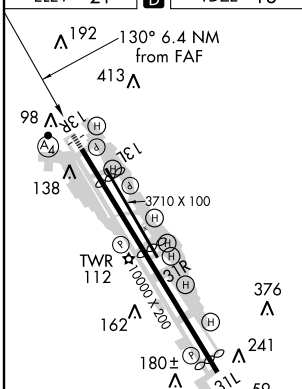
ATIS 127.75	SEATTLE APP CON 119.2 284.7	BOEING TOWER 118.3 257.8 (309°-127°) 120.6 257.8 (128°-308°)	GND CON 121.9	CLNC DEL 132.4
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NW-1, 31 MAY 2012 to 28 JUN 2012

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ELEV 21	D	TDZE 18
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<p>Remain within 10 NM</p> <p>2200</p> <p>130°</p> <p>2200</p> <p>310°</p> <p>1080</p> <p>3.4 NM</p> <p>3 NM</p>	<p>NOLLA LOM I-BFI 8.1</p>	<p>2000 I-BFI SE crs</p>	<p>COGAR I-BFI 6</p>	<p>6400 I-BFI SE crs</p>	<p>SEA R-104</p>	<p>BLAKO</p>
	<p>SOTEE I-BFI 4.7</p>	<p>I-BFI 1.7</p>				
<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).</p>						

CATEGORY	A	B	C	D
S-LOC 13R	560/50	542 (600-1)	560-1½ 542 (600-1½)	560-1¾ 542 (600-1¾)
CIRCLING	780-1 759 (800-1)	840-1¼ 819 (900-1¼)	900-2½ 879 (900-2½)	960-3 939 (1000-3)