**FLY QUIET FLIGHT PROCEDURES**

- Remain clear of Seattle Class Bravo airspace and at highest possible altitude over noise-sensitive residential areas identified in yellow on map (page 3).
- When flying IFR procedures, use alternative approaches over Elliott Bay if authorized by approach control: RNAV GPS to RWY13R, RNAV RNP to RWY13R, or Harbor Visual.
- Use FAA-advised close-in departure for north flow flights.
- Honor voluntary restriction of nighttime engine maintenance run-ups and other activity between the hours of 10 p.m. and 7 a.m.

**FLY SAFELY/FLY QUIETLY**

King County International Airport is located within Class B Metroplex airspace surrounded by noise-sensitive communities and in close proximity to other active airports. There are frequent jet traffic arrivals to RWYS 13R / 31L. Please familiarize yourself with all VFR and Fly-Quiet procedures contained within this brochure.

**PREFERRED VFR PROCEDURES**

- Remain clear of Seattle Class Bravo at highest practical altitude on the approach until intercepting the PAPI (2 light) or glideslope unless directed otherwise by ATC.
- Runway RWY13L arrivals and departures should not cross the RWY13R centerline, and remain well east of it.
- During run-up, reduce power as quickly as possible after mag check and prop cycling.
- Climb after take-off at best-angle-of-climb speed until crossing the airport boundary to contain noise over runway; then climb at best rate. Make no turns until reaching end of runway, unless instructed otherwise.
- Reduce power and rpm when altitude is reached and remain high as practical over residential areas.
- Pilots are requested to operate their aircraft at the most reduced power settings in the traffic pattern.
- "Touch-and-go" landings are not allowed between 10 p.m. and 7 a.m.: K.C.C. Title 15.16.150.
- Helicopter procedures:
  - Outbound from KBEF, proceed via the northbound lanes of I-5 to the golf courses past the MLK interchange and then on course.
  - Inbound to KBEF from the SE, from Long Acres, proceed to the gravel pit then via the south bound lanes of MLK Way.

This brochure is intended for information purposes only. Maps are not for navigation.
Cautions using these flight procedures:

- Remain clear of Class Bravo airspace.
- Watch for helicopters operating pattern in the vicinity of Taxayway Bravo (West) at or below 800 feet.

**SOUTH FLOW - Blake Arrival:**
- Proceed to Point Williams (Lincoln Park) crossing the shoreline at 1,500' MSL.
- At the shoreline, parallel the roads eastbound descending to 1,000' MSL.
- Stay north of and report abeam the West Seattle Reservoir (Westcrest Park).
- Descend to 800' MSL and report abeam the West Seattle Reservoir (Westcrest Park).
- Cross the SEA 323 radial at 1,000' MSL. Floor of Class B to the east is 1,100' MSL.
- Stay west of and report abeam the West Seattle Reservoir (Westcrest Park).
- Descend to 800' MSL and enter a left downwind at a 45 degree (east of the river) for RWY 31L.
- **NOTE:** Course from Brace Point to WSR approximately 070°.

**NOT NORTH FLOW - Blake Departure:**
- Turn left after departing RWY 31L.
- Pass north of the West Seattle Reservoir (Westcrest Park) at 1,000' MSL.
- Proceed to ferry docks.
- After crossing SEA 323 radial climb to cross shoreline at 1,500' MSL.
- Proceed to the north of Vashon Island.
- **NOTE:** Course from WSR to north Vashon Island approximately 250°.

**Cautions using these flight procedures:**

- Remain clear of Class Bravo airspace.
- Watch for helicopters operating pattern in the vicinity of Taxayway Bravo (West) at or below 800 feet.

**NORTH FLOW - Blake Arrival:**
- Proceed to Point Williams (Lincoln Park) crossing the shoreline at 1,500' MSL.
- At the shoreline, parallel the roads eastbound descending to 1,000' MSL.
- Stay north of and report abeam the West Seattle Reservoir (Westcrest Park).
- Descend to 800' MSL and enter a right downwind for RWY 13R.
- **NOTE:** Course from WSR to north Vashon Island approximately 250°.
- Continue to Blake Island.
- Parallel the roads westbound, climbing to cross the shoreline at 1,000' MSL.
- Cross the SEA 323 radial at 1,000' MSL.
- **NOTE:** Course from Brace Point to WSR approximately 070°.

**NOT NORTH FLOW - Blake Departure:**
- Turn right 180° on a close-in downwind (east of the river) for RWY 13L.
- **NOTE:** Course from Brace Point to WSR approximately 070°.

FREQUENCIES

- Maintain two-way radio communication until leaving Boeing Class B airspace.
- Contact Seattle Radio on 122.5 or 123.65.
- Flight plans may be activated on the ground at Boeing Field with Seattle AFSS (206) 767-2726 and 800-WXBRIEF prior to departure.
- VFR aircraft arriving from west of the RWY 13R/31L centerline should contact KBFI tower on 120.6. VFR aircraft arriving from east of the RWY 13R/31L centerline should contact KBFI tower on 118.3.
- Tower - Runway 13L/31R 118.3
- Tower - Runway 13R/31L 120.6
- Ground Control 121.9
- Clearance Delivery 132.4

OTHER FREQUENCIES

- ATIS Telephone Number: (206) 767-4113
- ASOS: (206) 763-6904
- KBFI FAA Control Tower 24/7: (206) 658-6400
- KBFI 24-hour Operations: (206) 296-7334
- ATIS: (206) 763-6904
- ATIS Telephone Number: (206) 767-4113
- KBFI 24-hour Operations: (206) 296-7334
- KBFI FAF Control Tower 24/7: (206) 658-6400
- Police/ARFF (Index A) 24/7: (206) 296-7392
- FAA Control Tower 24/7: (206) 658-6400
- KBFI 24-hour Operations: (206) 296-7334