

SEATTLE, WASHINGTON

AL-384 (FAA-O)

24025

WAAS CH 92568 W14A	APP CRS 135°	Rwy Idg 9120 TDZE 18 Apt Elev 22
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RNAV (GPS) Y RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.

RADAR required for missed approach.

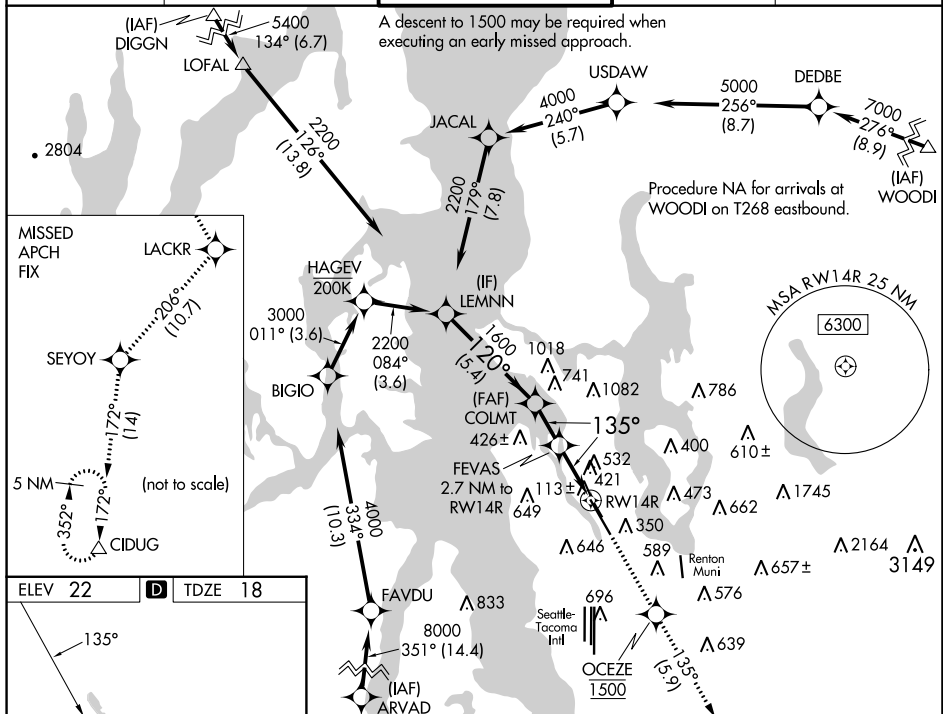
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C
A or above 54°C. Circling NA for Cats C and D northeast of Rwy 14L-32R.
Circling Rwy 32R NA at night. For inop ALS, increase LPV visibility to
RVR 4500, increase LNAV Cats C and D visibility to 1½ SM. Rwy 14R
helicopter visibility reduction below RVR 4000 NA.

MALSF

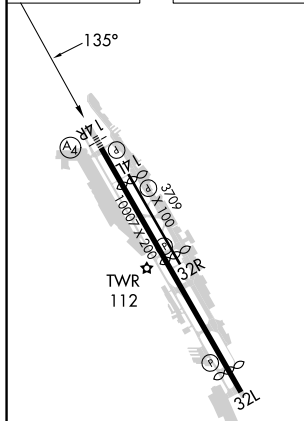


MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 18
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MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwy 14L, 32L and 32R

Diagram details: The diagram shows a flight path starting at 2200, turning 120° to 1600, then 135° to 940, and finally to RW14R. Distances between points are 5.4 NM, 2.1 NM, 0.8 NM, and 1.9 NM. A 1500m OCEZE is indicated. A 5000 ft tr 135° is also shown.				
CATEGORY	A	B	C	D
LPV DA	301/40 283 (300-¾)			
LNAV/ VNAV DA	744-1¾ 726 (800-1¾)			
LNAV MDA	680/40	662 (700-¾)	680-1¾	662 (700-1¾)
CIRCLING	760-1 738 (800-1)	900-1¼ 878 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

SEATTLE, WASHINGTON

Orig 10AUG23

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

RNAV (GPS) Y RWY 14R

NW-1, 18 APR 2024 to 16 MAY 2024

NW-1, 18 APR 2024 to 16 MAY 2024