

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

BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.

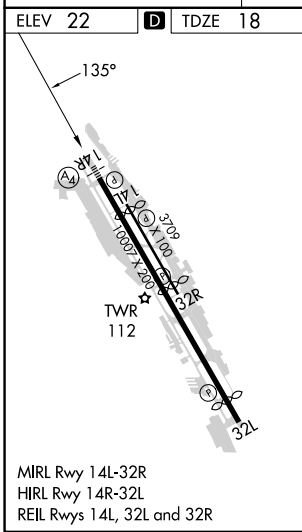
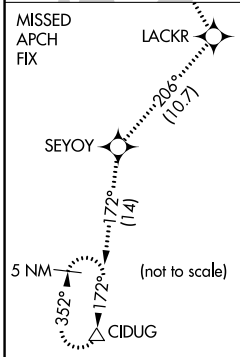
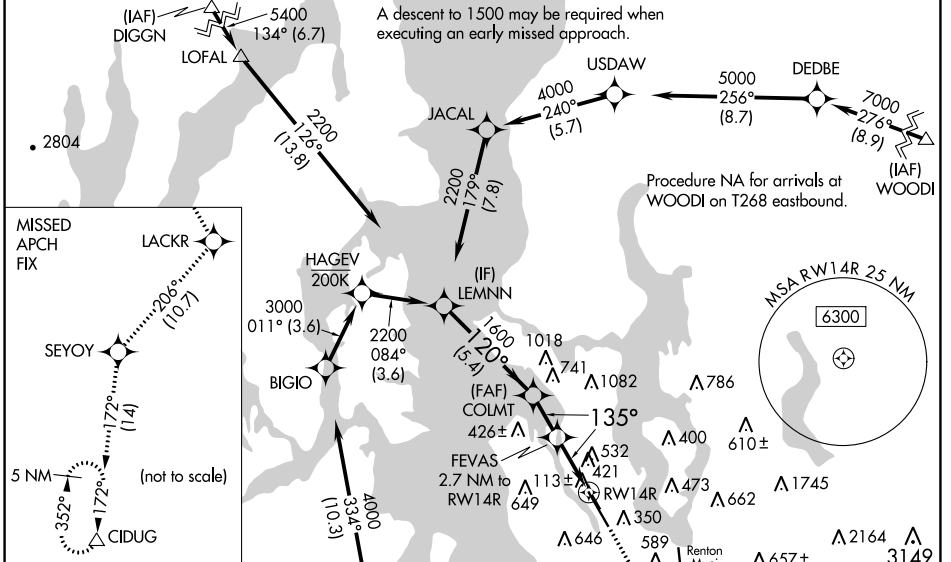
RADAR required for missed approach.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C 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 1 1/8 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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LEMN	COLMT	FEVAS	OCEZE	5000	tr
2200	1600	2.7 NM to RWY14R	1500	↑	135°
GP 3.00°	1600	1.9 NM to RWY14R	1500	↑	
TCH 55	940	1.9 NM to RWY14R			
	5.4 NM	2.1 NM	0.8 NM	1.9 NM	
CATEGORY	A	B	C	D	
LPV DA		301/40	283 (300-3/4)		
LNAV/VNAV DA		744-1 3/4	726 (800-1 1/4)		
LNAV MDA	680/40	662 (700-3/4)	680-1 3/4	662 (700-1 1/4)	
CIRCLING	760-1 738 (800-1)	900-1 1/4 878 (900-1 1/4)	960-2 3/4 938 (1000-2 3/4)	960-3 938 (1000-3)	

NW-1, 28 NOV 2024 to 26 DEC 2024

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