

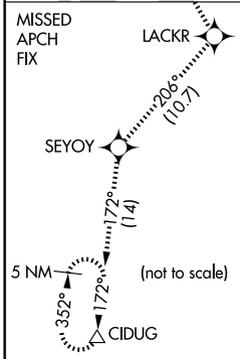
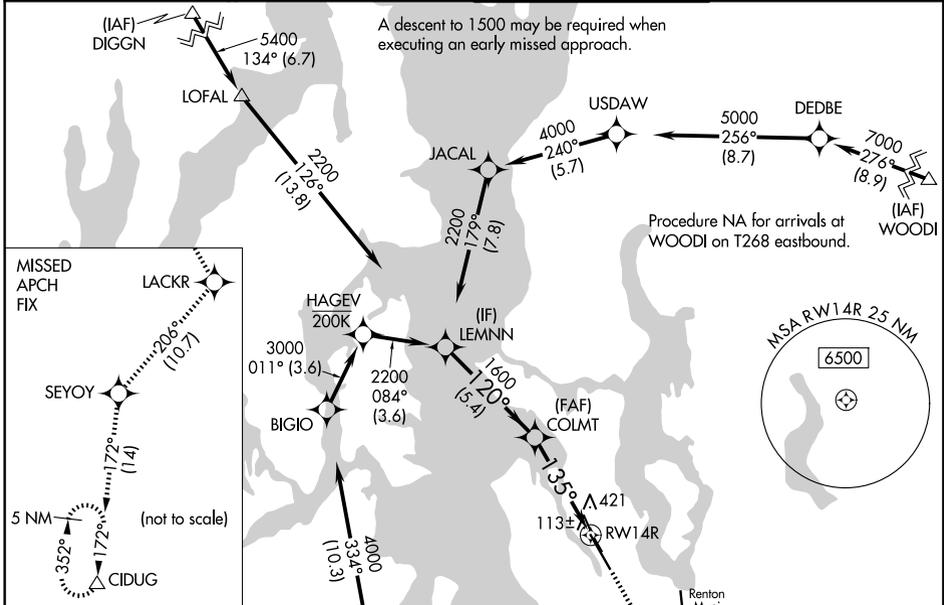
WAAS CH <b>92568</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Ldg TDZE Apt Elev	<b>9120</b> <b>18</b> <b>22</b>
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# RNAV (GPS) Y RWY 14R

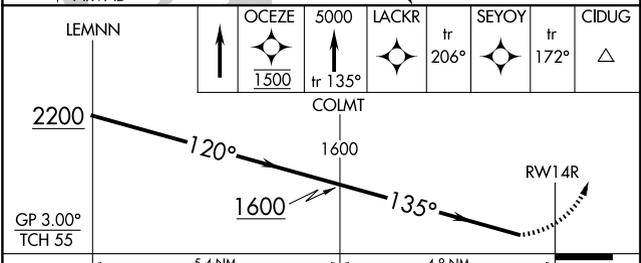
BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.		MALSF 	MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.
RADAR required for missed approach.			
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LPV visibility to RVR 4500. Rwy 14R helicopter visibility reduction below RVR 4000 NA.</p>			

ATIS <b>127.75</b>	SEATTLE APP CON <b>125.9 306.9</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>
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ELEV 22	<b>D</b>	TDZE 18
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CATEGORY	A	B	C	D
LPV DA	301/40 283 (300-¾)			
LNAV/VNAV DA	744-1¾ 726 (800-1¾)			

MIRL Rwy 14L-32R  
HIRL Rwy 14R-32L  
REIL Rwy 14L, 32L and 32R

NW-1, 19 FEB 2026 to 19 MAR 2026

NW-1, 19 FEB 2026 to 19 MAR 2026