

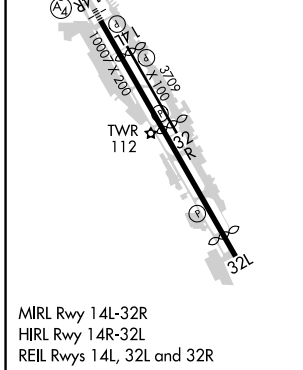
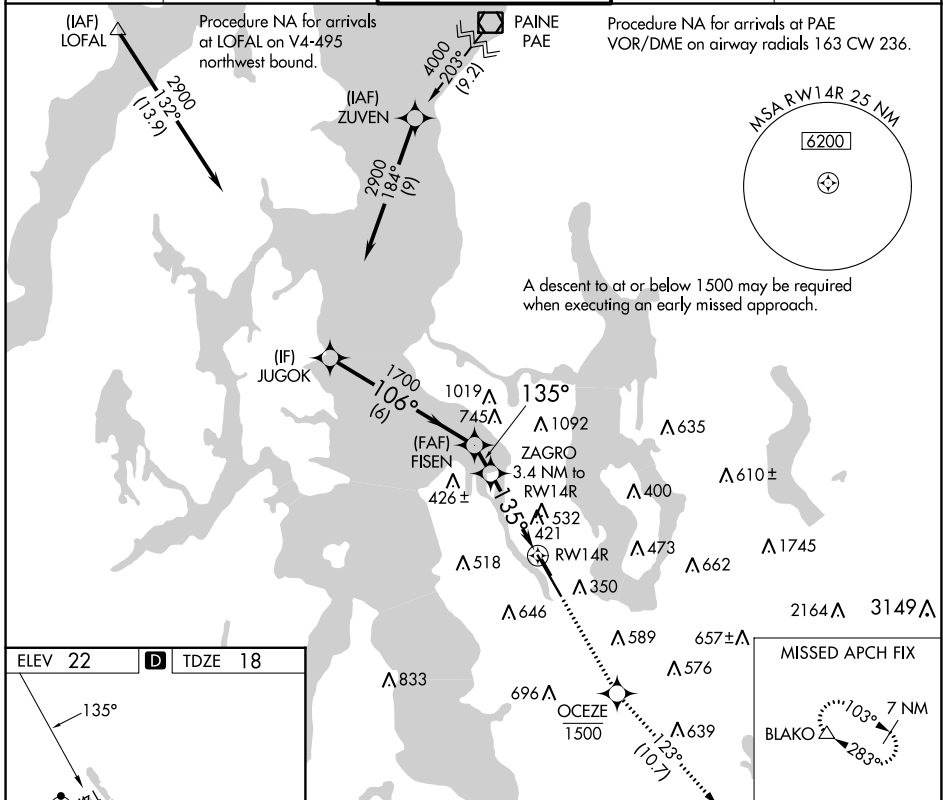
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 9120 |
| 135° | TDZE | 18 |
| | Apt Elev | 22 |

RNAV (GPS) Y RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

| | | |
|---|-------|--|
| RNP APCH-GPS | MALSF | MISSED APPROACH: Climb direct OCEZE, cross OCEZE at or below 1500, then climb to 6400 on track 123° to BLAKO and hold, continue climb-in-hold to 6400. |
| <p>▼ Circling NA for Cats C and D northeast of Rwy 14L-32R. For inop ALS, increase LNAV Cat C and D visibility to 1½ SM. Rwy 14R helicopter visibility below RVR 4000 NA. Circling Rwy 32R NA at night.</p> | | |

| | | | | |
|---------------|--------------------|--------------------|--------------|--------------|
| ATIS | SEATTLE APP CON | BOEING TOWER | GND CON | CLNC DEL |
| 127.75 | 125.9 306.9 | 120.6 257.8 | 121.9 | 132.4 |



| | | | | | | | | | |
|---|-------------------|-------------------|---------------|-------|------|-------|------|---------|---|
| VGSIs and RNAV glidepath not coincident. (VGSIs Angle 3.00/TCH 55). | | | | | | | | | |
| JUGOK | FISEN | ZAGRO | OCEZE | | | | | | |
| 2900 | 1700 | 1280 | 1500 | | | | | | |
| 6 NM | 1.1 NM | 1.7 NM | 1.7 NM | | | | | | |
| 3.38° TCH 50 | 3.4 NM to RWY 14R | 1.7 NM to RWY 14R | | | | | | | |
| <table border="1"> <tr> <td>OCEZE</td> <td>6400</td> <td>BLAKO</td> </tr> <tr> <td>1500</td> <td>tr 123°</td> <td>△</td> </tr> </table> | | | | OCEZE | 6400 | BLAKO | 1500 | tr 123° | △ |
| OCEZE | 6400 | BLAKO | | | | | | | |
| 1500 | tr 123° | △ | | | | | | | |
| CATEGORY | A | B | C | | | | | | |
| LNAV MDA | 680/40 | 662 (700-¾) | 680-1¾ | | | | | | |
| C CIRCLING | 760-1 | 880-1¼ | 960-2¾ | | | | | | |
| | 738 (800-1) | 858 (900-1¼) | 938 (1000-2¾) | | | | | | |

NW-1, 23 FEB 2023 to 23 MAR 2023

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