

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>9120</b> |
| <b>135°</b> | TDZE     | <b>18</b>   |
|             | Apt Elev | <b>22</b>   |

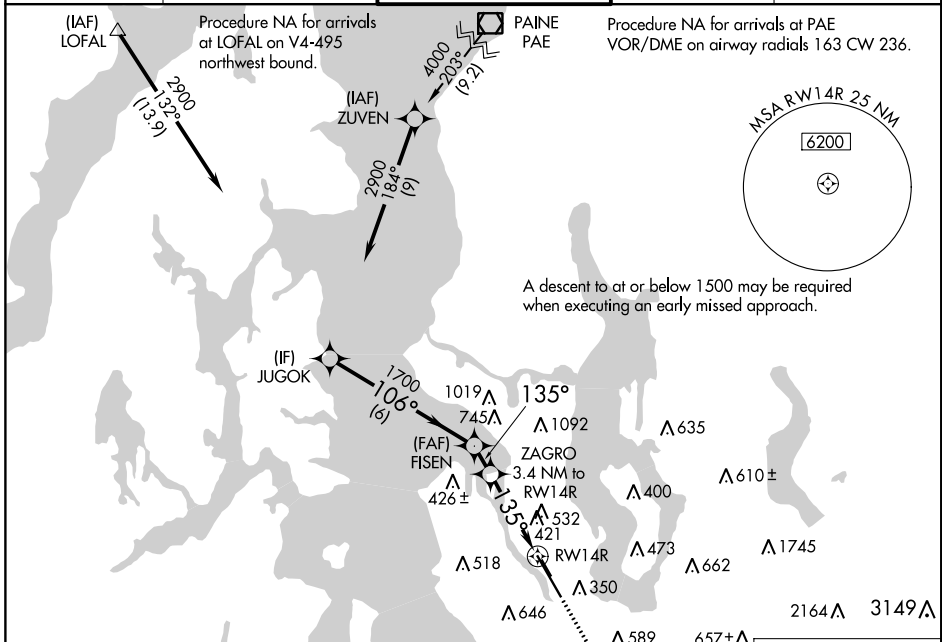
# RNAV (GPS) Y RWY 14R

BOEING FIELD/KING COUNTY INTL (BFI)

**⚠** Circling NA for Cats C and D northeast of Rwy 14L-32R. DME/DME RNP -0.3 NA. For inop ALS, increase LNAV Cat C and D visibility to 1 $\frac{1}{2}$  SM. Rwy 14R helicopter visibility below RVR 4000 NA. Circling Rwy 32R NA at night.

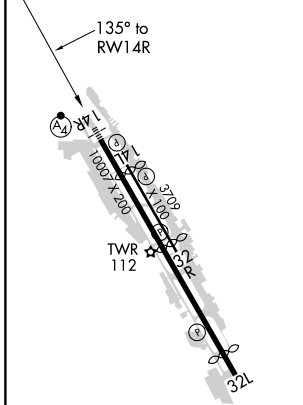
**MALSF** MISSED APPROACH: Climb direct OCEZE, cross OCEZE at or below 1500, then climb to 6400 on track 123° to BLAKO and hold, continue climb-in-hold to 6400.

|               |                    |                    |              |              |
|---------------|--------------------|--------------------|--------------|--------------|
| ATIS          | SEATTLE APP CON    | BOEING TOWER       | GND CON      | CLNC DEL     |
| <b>127.75</b> | <b>119.2 284.7</b> | <b>120.6 257.8</b> | <b>121.9</b> | <b>132.4</b> |

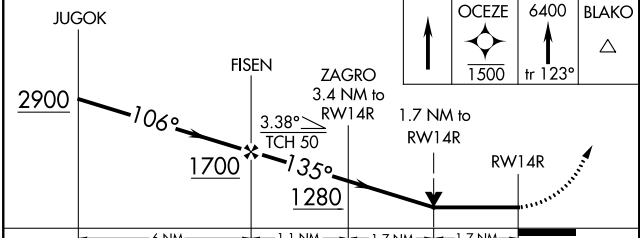
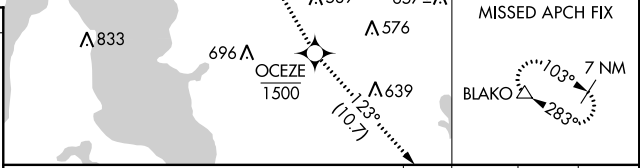


A descent to at or below 1500 may be required when executing an early missed approach.

|         |          |         |
|---------|----------|---------|
| ELEV 22 | <b>D</b> | TDZE 18 |
|---------|----------|---------|



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



| CATEGORY          | A                    | B                                                 | C                                                  | D                          |
|-------------------|----------------------|---------------------------------------------------|----------------------------------------------------|----------------------------|
| LNAV MDA          | 680/40               | 662 (700- $\frac{3}{4}$ )                         | 680-1 $\frac{3}{4}$                                | 662 (700-1 $\frac{1}{4}$ ) |
| <b>C</b> CIRCLING | 760-1<br>738 (800-1) | 880-1 $\frac{1}{4}$<br>858 (900-1 $\frac{1}{4}$ ) | 960-2 $\frac{3}{4}$<br>938 (1000-2 $\frac{3}{4}$ ) | 960-3<br>938 (1000-3)      |

NW-1, 10 OCT 2019 to 07 NOV 2019

NW-1, 10 OCT 2019 to 07 NOV 2019