
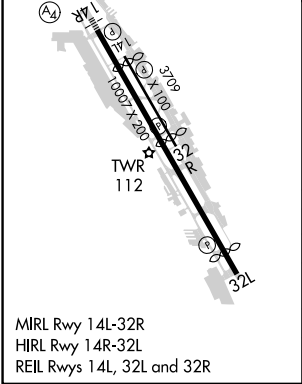
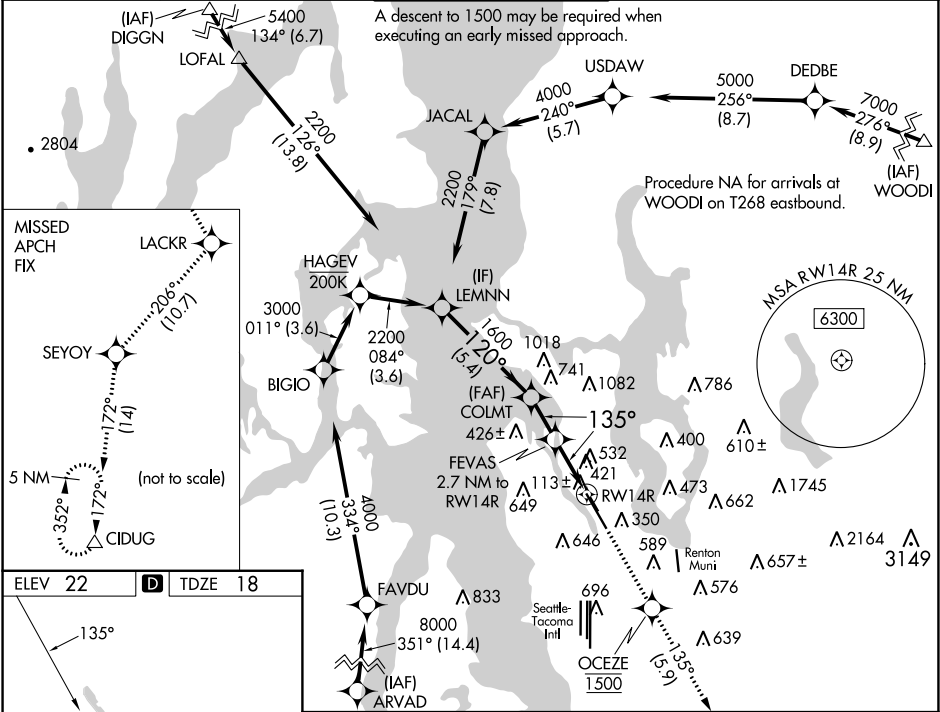


WAAS CH 92568 W14A	APP CRS 135°	Rwy Idg TDZE 18 Apt Elev 22
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RNAV (GPS) Y RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

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.				
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div><div>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 1/2 SM. Rwy 14R helicopter visibility reduction below RVR 4000 NA.</div></div>				
ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4



LEMNN		COLMT		FEVAS		OCEZE		5000		tr	
2200		1600		2.7 NM to RW14R		1.9 NM to RW14R		1500		135°	
120°		1600		135°		940					
GP 3.00°											
TCH 55											
5.4 NM		2.1 NM		0.8 NM		1.9 NM					
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		900-1¼		960-2¾		960-3			
		738 (800-1)		878 (900-1¼)		938 (1000-2¾)		938 (1000-3)			