

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

## RNAV (RNP) Z RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

RNP AR APCH-GPS

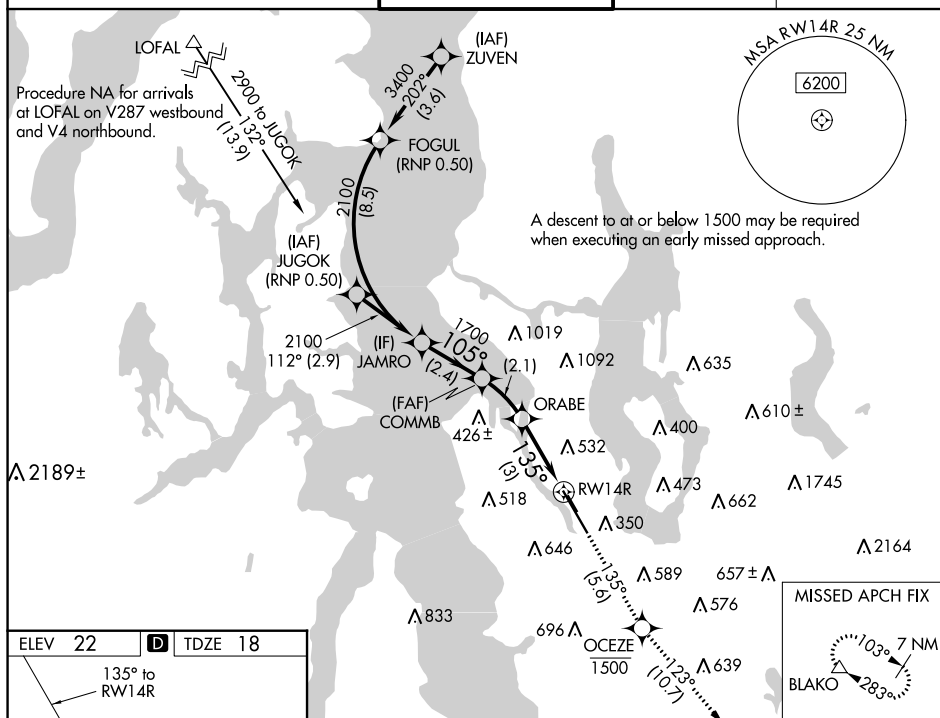
- T** Inop table does not apply to RNP 0.30 DA. For inop ALS, increase RNP 0.15 DA Cat D visibility to 1¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MALSF

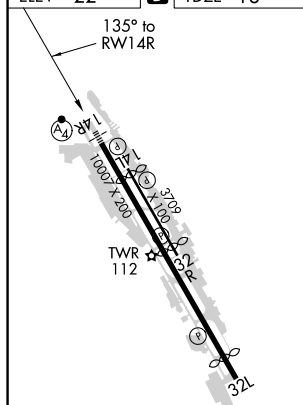


**MISSED APPROACH:** Climb on track 135° to cross OCEZE at or below 1500 then climb to 6400 on track 123° to BLAKO and hold, continue climb-in-hold to 6400.

ATIS <b>127.75</b>	SEATTLE APP CON <b>119.2 284.7</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>132.4</b>
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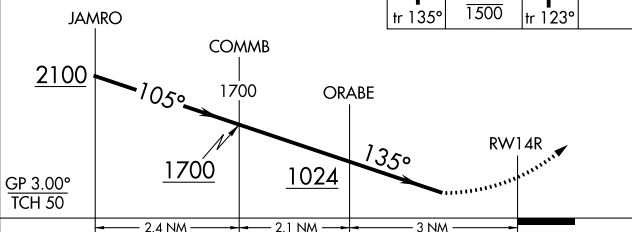
ELEV 22	<b>D</b>	TDZE 18
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MIRL Rwy 14L-32R  
HIRL Rwy 14R-32L  
REIL Rwy 14L, 32L and 32R

VGSI and RNAV glidepath not coincident.  
(VGSI Angle 3.00/TCH 55).

↑ tr 135°	OCEZE I-BFI 3.9 1500	6400 ↑ tr 123°	BLAKO △
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CATEGORY	A	B	C	D
RNP 0.15 DA		542-1½	524 (600-1½)	
RNP 0.30 DA		742-2½	724 (800-2½)	

**AUTHORIZATION REQUIRED**

SEATTLE, WASHINGTON

Amdt 1A 17JUN21

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

RNAV (RNP) Z RWY 14R