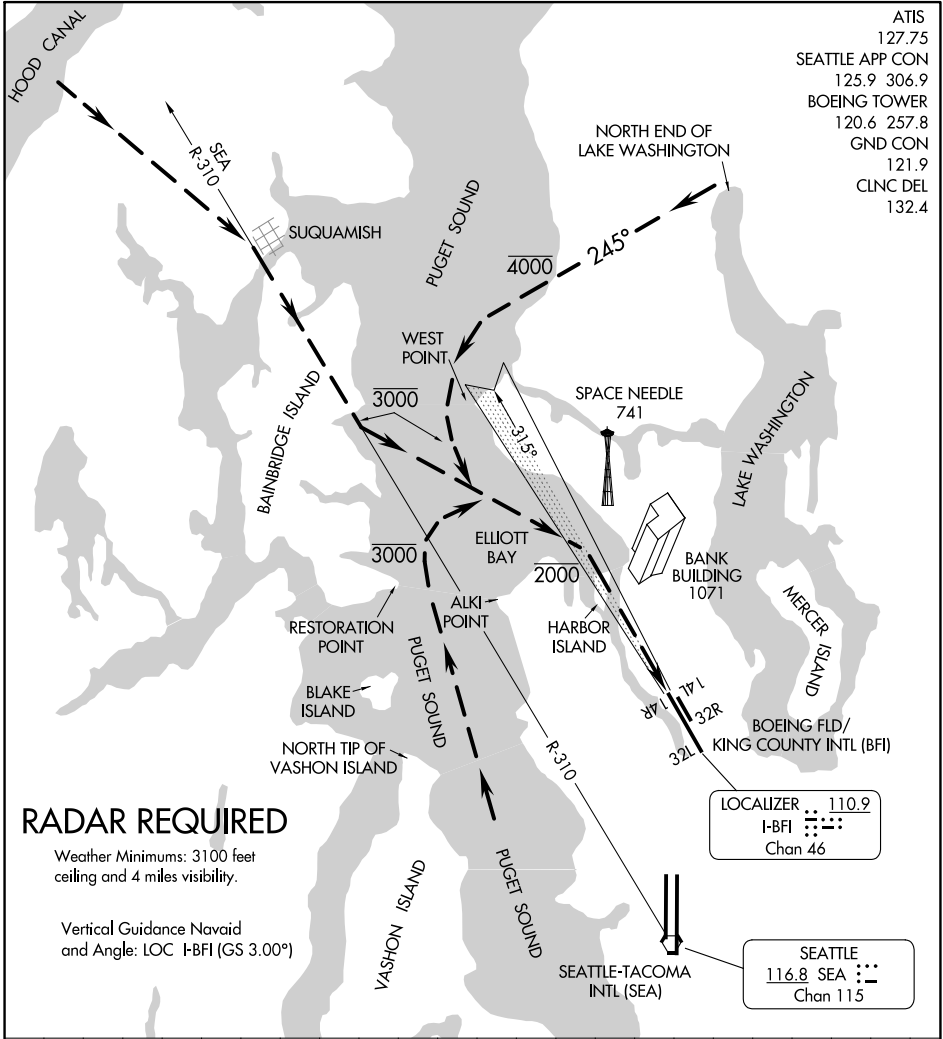


HARBOR VISUAL RWY 14R

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON



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

RADAR REQUIRED

Weather Minimums: 3100 feet ceiling and 4 miles visibility.

Vertical Guidance Navaid and Angle: LOC I-BFI (GS 3.00°)

LOCALIZER 110.9
 I-BFI
 Chan 46

SEATTLE 116.8 SEA
 Chan 115

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
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HARBOR VISUAL APPROACH RWY 14R

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the north end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 14R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight in visual approach to Boeing Fld/King County Intl Airport (BFI). Adherence to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Intl Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliott Bay for noise abatement.

HARBOR VISUAL RWY 14R

47°32'N-122°18'W

SEATTLE, WASHINGTON

BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 22 FEB 2024 to 21 MAR 2024

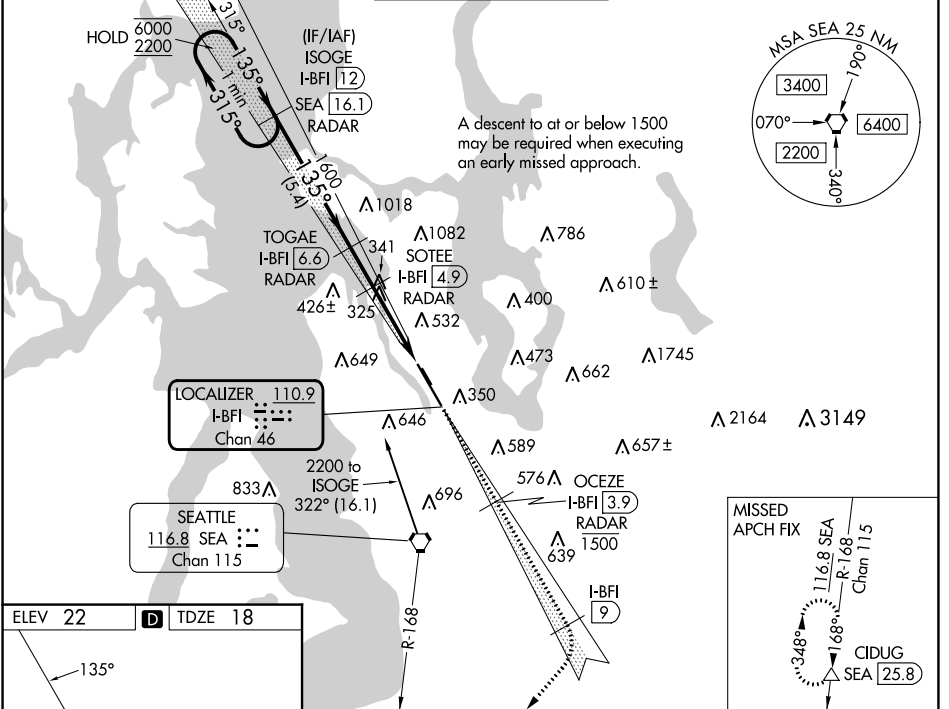
NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BFI 110.9 Chan 46	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

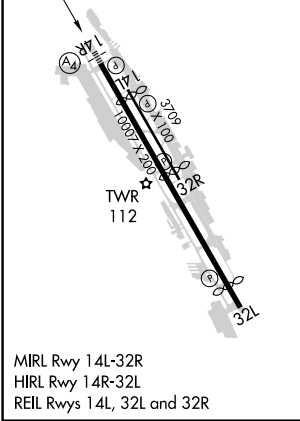
DME and RADAR required.		MALSF	MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.	
ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 22	D	TDZE 18
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Use I-BFI DME when on the localizer course.	↑ ISOGE I-BFI 12	↑ I-BFI SE crs 1500	↑ OCEZE I-BFI 3.9	↑ I-BFI SE crs 9	5000 SEA R-168	CIDUG
One Minute Holding Pattern	SEA 16.1	TOGAE I-BFI 6.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).			
6000 ← 315°	135° →	135°	1600	1080	1600	1080
GS 3.00°	TCH 39	1600	1080	1080	1080	1080
		5.4 NM	1.6 NM	1.6 NM	1.7 NM	

CATEGORY	A	B	C	D
S-ILS 14R*	308/40 290 (300-¾)			
S-LOC 14R	600/40	582 (600-¾)	600-1 ⅓	582 (600-1 ⅓)
C CIRCLING	760-1 738 (800-1)	880-1 ¼ 858 (900-1 ¼)	960-2 ¾ 938 (1000-2 ¾)	960-3 938 (1000-3)

LOC/DME I-CHJ 110.9 Chan 46	APP CRS 315°	Rwy Idg 9120 TDZE 22 Apt Elev 22
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ILS or LOC RWY 32L

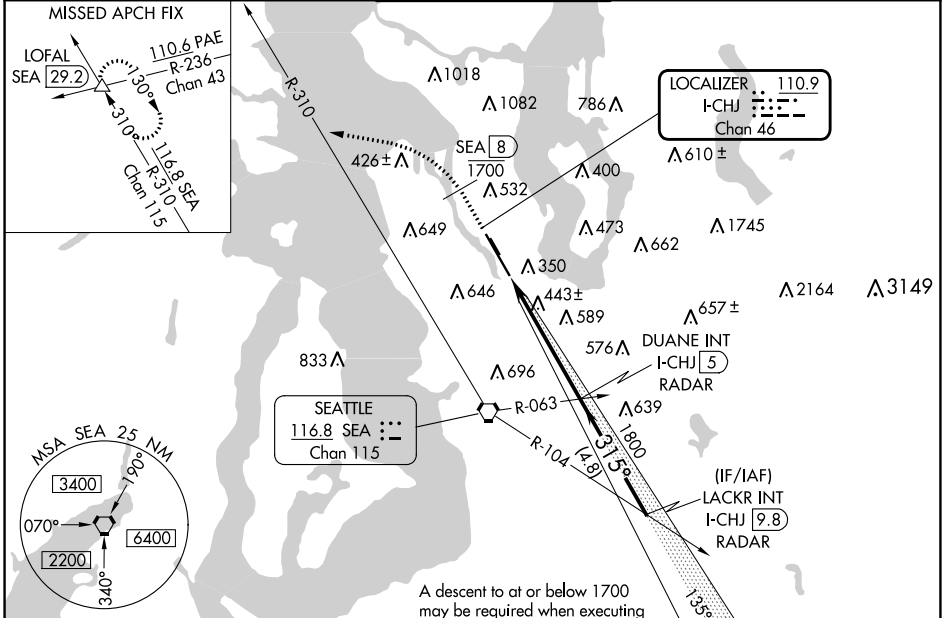
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

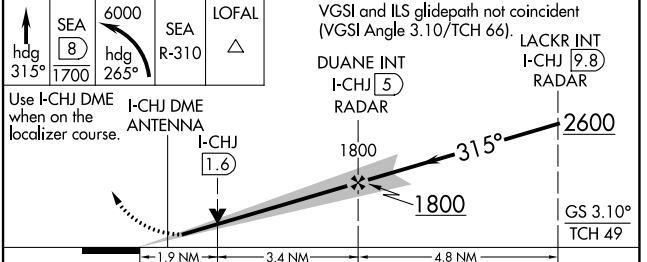
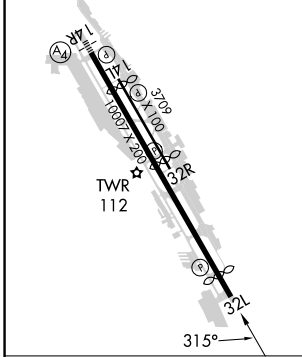
V Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D TDZE 22
MIRL Rwy 14L-32R HIRL Rwy 14R-32L REIL Rws 14L, 32L and 32R	



CATEGORY	A	B	C	D
S-ILS 32L	453-1¼ 431 (500-1¼)			
S-LOC 32L	700-1 678 (700-1)		700-1⅞ 678 (700-1⅞)	
C CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

RNAV (RNP) Z RWY 14R

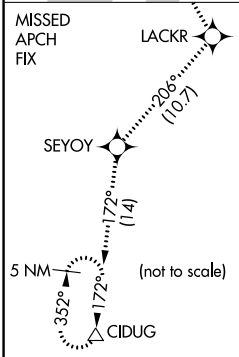
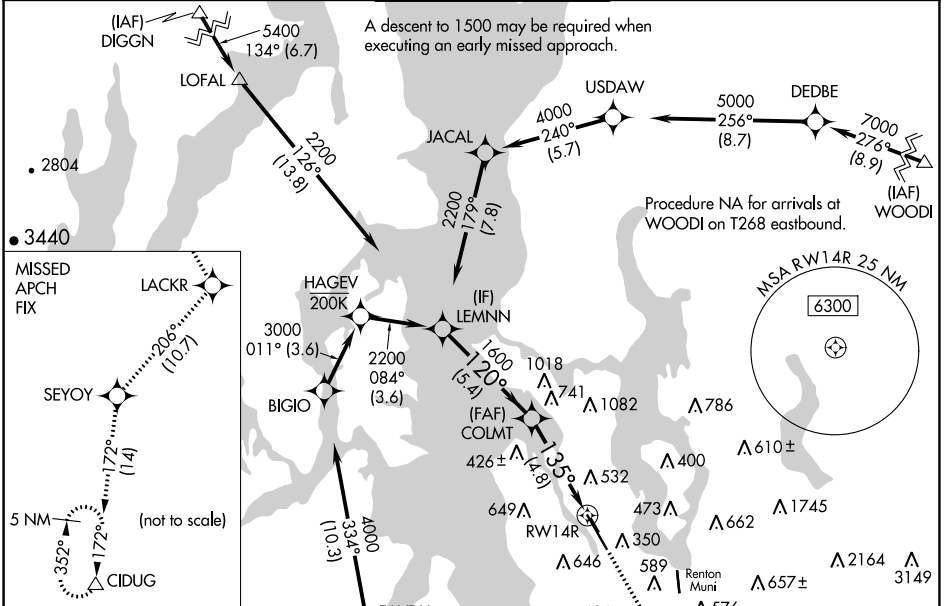
BOEING FLD/KING COUNTY INTL (BFI)

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

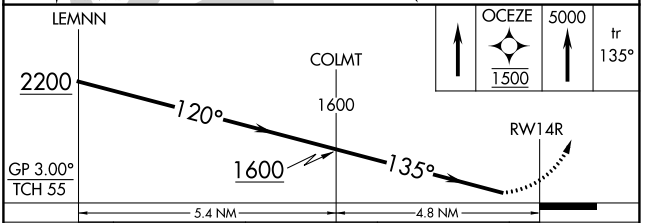
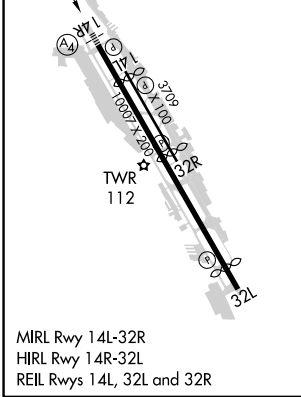
RNP AR APCH - GPS.		MALSF 	MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.
RADAR required for missed approach.			

▽ For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.15 visibility to 1 3/8 SM.

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



ELEV 22	D	TDZE 18
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CATEGORY	A	B	C	D
RNP 0.10 DA		448/50	430 (500-1)	
RNP 0.15 DA		522-1 1/4	504 (500-1 1/4)	
RNP 0.30 DA		708-1 3/4	690 (700-1 3/4)	

AUTHORIZATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

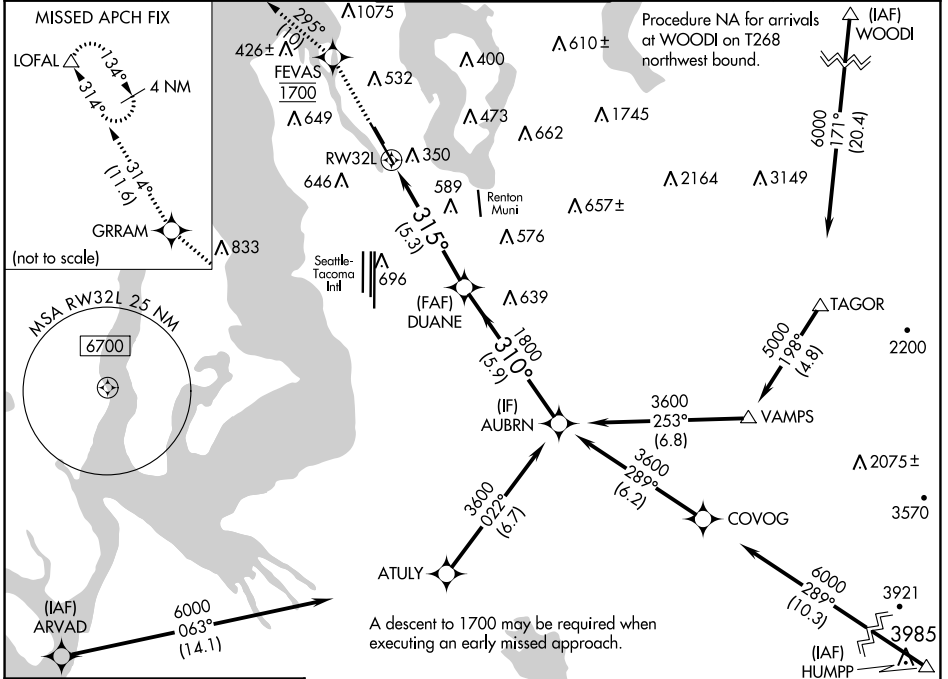
APP CRS 315°	Rwy Idg TDZE 22	9120
	Apt Elev 22	

RNAV (RNP) Z RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

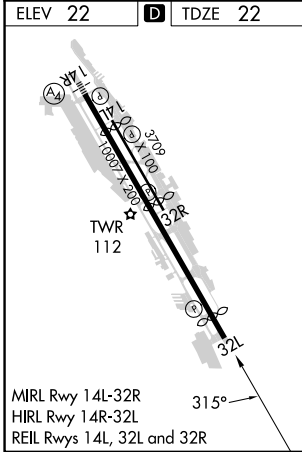
RNP AR APCH - GPS.	MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.
RADAR required for missed approach.	
<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.</p> <p>▲</p>	

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



↑ FEVAS 1700	↑ 3000 tr 295°	☆ GRRAM tr 314°	△ LOFAL	AUBRN
VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66).				
CATEGORY	A	B	C	D
RNP 0.10 DA		567-1 $\frac{1}{8}$	545 (600-1 $\frac{1}{8}$)	
RNP 0.15 DA		681-1 $\frac{1}{8}$	659 (700-1 $\frac{1}{8}$)	
RNP 0.30 DA		836-2 $\frac{1}{2}$	814 (900-2 $\frac{1}{2}$)	
AUTHORIZATION REQUIRED				

WAAS CH 92568 W14A	APP CRS 135°	Rwy Idg TDZE Apt Elev	9120 18 22
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RNAV (GPS) Y RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.

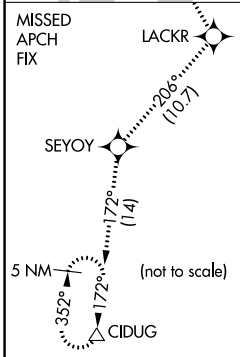
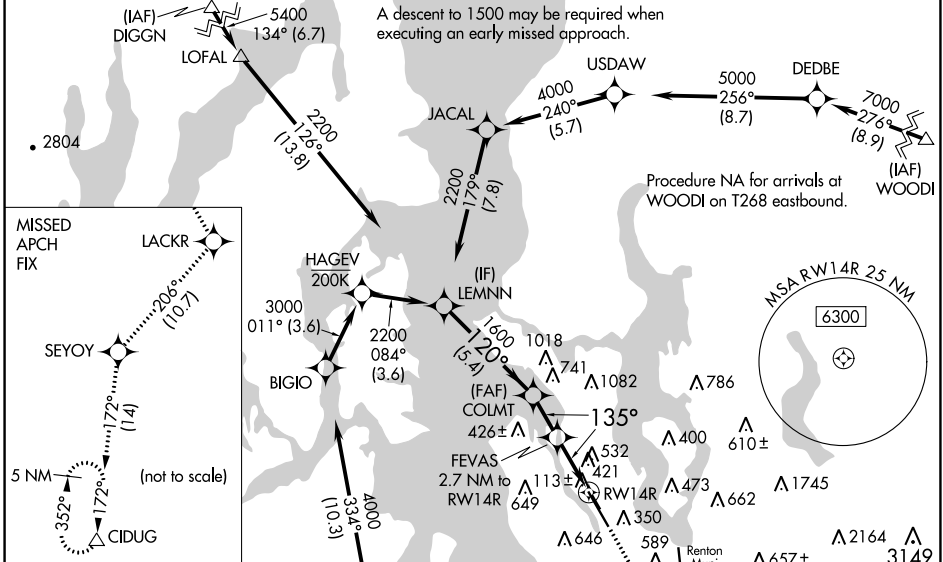
RADAR required for missed approach.

⚠ 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.

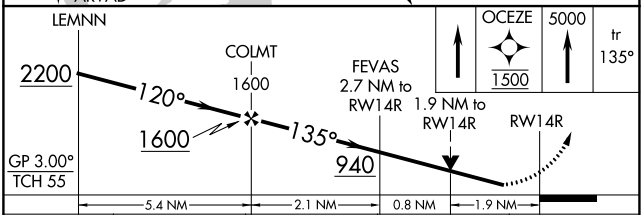
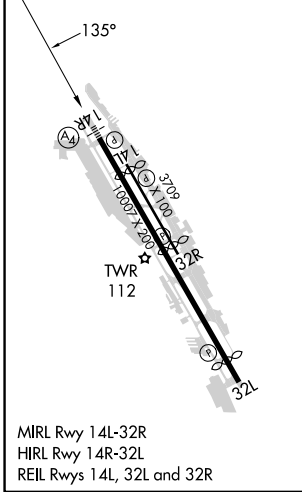
MALSF 

MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 18
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CATEGORY	A	B	C	D
LPV DA		301/40	283 (300-3/4)	
LNAV/VNAV DA		744-1 3/4	726 (800-1 1/4)	
LNAV MDA	680/40	662 (700-3/4)	680-1 3/4	662 (700-1 1/4)
CIRCLING	760-1 738 (800-1)	900-1 1/4 878 (900-1 1/4)	960-2 3/4 938 (1000-2 3/4)	960-3 938 (1000-3)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

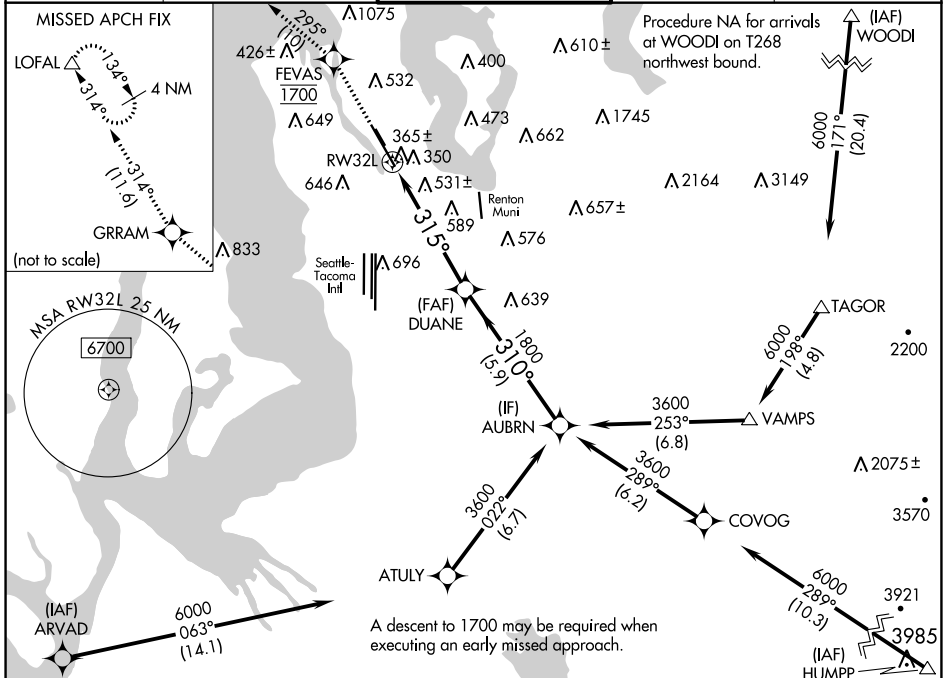
WAAS CH 89057 W32A	APP CRS 315°	Rwy Idg TDZE 22 Apt Elev 22
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RNAV (GPS) Y RWY 32L

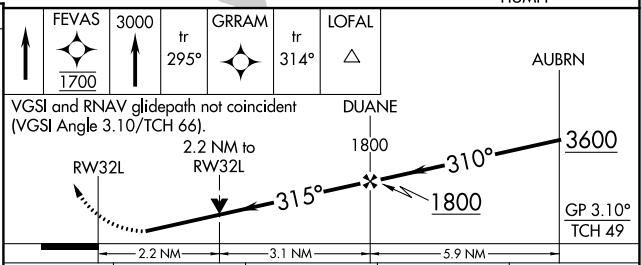
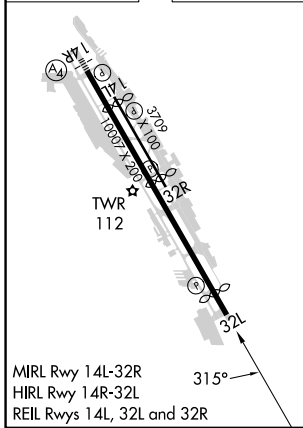
BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.		MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.
RADAR required for missed approach.		
<p>▼ 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. Rwy 32L helicopter visibility reduction below ¾ SM NA.</p>		

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 22
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CATEGORY	A	B	C	D
LPV DA		478-1 3/8	456 (500-1 1/2)	
LNAV/VNAV DA		884-2 1/2	862 (900-2 1/2)	
LNAV MDA	800-1 778 (800-1)	800-1 1/4 778 (800-1 1/4)	800-2 1/2 778 (800-2 1/2)	778 (800-2 1/2)
CIRCLING	800-1 778 (800-1)	900-1 1/4 878 (900-1 1/4)	960-2 3/4 938 (1000-2 3/4)	960-3 938 (1000-3)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024