Radar Required

Weather Minimums: 3100 feet ceiling and 4 miles visibility.

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

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 Field/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.
MISSED APPROACH: Climb to 700 then climbing left turn to 6000 on heading 290° and SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

Helicopter visibility reduction below ¾ SM NA.

Use I-CHJ DME when on LOC course.

**LOC only**

Use I-CHJ DME when on LOC course.

VSIS and ILS glidepath not coincident (VSIS Angle 3.10/TCH 66).

LACKR INT I-CHJ 9.8 RADAR

DUANE INT I-CHJ 4.8 RADAR

CATEGORY A B C D

S-ILS 32L 428-1/2 407 (500-1/2)

S-LOC 32L 700-1 679 (700-1) 700-2 679 (700-2) 700-2 679 (700-2)

CIRCLING 780-1 840-1 860-2 960-3

MIN Rwy 14L-32R

HIRL Rwy 14R-32L

REIL Rwy 14L-32L

MIRL Rwy 14L-32R

SEATTLE, WASHINGTON

Amdt 1C 12OCT17
Gps and RF required. Inop table does not apply to RNP 0.30 DA. For inop MALSF, increase RNP 0.15 DA Cat D visibility to 1.5 mile. For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F).

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.

MISSED APCH FIX

- 103° ± 7 NM
- 283° ± 6 NM

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

At 102°C or above 54°C (22°F or above), RNP 0.15 DA Cat C visibility is required to 2.1 NM and RNP 0.30 DA Cat D visibility is required to 2.1 NM.

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F).

For inop MALSF, increase RNP 0.15 DA Cat D visibility to 1.5 mile. For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F).

RNP 0.15 DA Cat C visibility is required to 2.1 NM and RNP 0.30 DA Cat D visibility is required to 2.1 NM.
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 1/2 SM. Rwy 14R helicopter visibility below RVR 4000 NA. Circling Rwy 32R NA at night.

Procedure NA for arrivals at LOFAL on V4-495 northwest bound.

Procedure NA for arrivals at PAE VOR/DME on airway radials 163 CW 236.

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