RNAV (RNP) Z RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

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

RNP AR APCH - GPS. Authorization required.

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 1⅜ SM.

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	SEATTLE APP CON	BOEING TOWER	GND CON
127.75	125.9 306.9	120.6 257.8	121.9

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

(IAF) DIGGN — 5400 — 134° (6.7) — LOFAL — 2200 — 126° (13.8) — JACAL — 4000 — 240° (5.7) — USDAW — 5000 — 256° (8.7) — DEDBE — 7000 — 276° (8.9) — (IAF) WOODI

JACAL — 2200 — 179° (7.8) — (IF) LEMNN

Procedure NA for arrivals at WOODI on T268 eastbound.

MSA RW14R 25 NM — 6500

HAGEV 200K — 3000 — 011° (3.6) — BIGIO — 2200 — 084° (3.6) — (IF) LEMNN — 1600 — 120° (5.4) — (FAF) COLMT — 741 — 135° (4.8) — RW14R

MISSED APCH FIX — LACKR — 206° (10.7) — SEYOY — 172° (14) — 5 NM — (not to scale) — 172° — 352° — CIDUG

BIGIO — 4000 — 334° (10.3) — FAVDU — 8000 — 351° (14.4) — (IAF) ARVAD

Renton Muni

Seattle-Tacoma Intl

OCEZE 1500 — 135° (5.9)

ELEV 22 | D | TDZE 18

135°

7R 7L 14R 14L 3709 x 100 10001 x 200 16L 16R 32R 32L TWR

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

LEMNN — 2200 — 120° — COLMT — 1600 — 135° — RW14R

GP 3.00° TCH 55 — 1600

5.4 NM — 4.8 NM

OCEZE 1500 — 5000 — tr 135°

CATEGORY	A	B	C	D
RNP 0.10 DA	448/50 430 (500-1)			
RNP 0.15 DA	522-1¼ 504 (500-1¼)			
RNP 0.30 DA	708-1¾ 690 (700-1¾)			

AUTHORIZATION REQUIRED

NW-1, 29 OCT 2026 to 26 NOV 2026
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