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Airport Information For KBF1

Terminal Charts For KBF1

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: SEATTLE WA USA
ICAO/IATA: KBFI / BFI
Lat/Long: N47° 31.80', W122° 18.12'
Elevation: 22 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 15.0° E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1328 Z
Sunset: 0251 Z

Runway Information

Runway: 14L
Length x Width: 3709 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, REIL
Displaced Threshold: 250 ft

Runway: 14R
Length x Width: 10007 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS

Runway: 32L
Length x Width: 10007 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, REIL
Displaced Threshold: 887 ft

Runway: 32R

Length x Width: 3709 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 18 ft

Lighting: Edge, REIL

Displaced Threshold: 375 ft

Communication Information

ATIS: 127.750

Boeing Tower: 118.300

Boeing Tower: 120.600

Boeing Ground: 121.900

Boeing Clearance Delivery: 132.400

Seattle Approach: 120.400

Seattle Approach: 125.900 Initial Contact

Seattle Approach: 126.500

Seattle Approach: 128.500

Seattle Approach: 120.100

Seattle Approach: 119.200

Seattle Terminal Control Area: 119.200 (17°-79°)

Seattle Terminal Control Area: 128.500 (302°-16°)

Seattle Terminal Control Area: 120.100 (223°-289°)

Seattle Terminal Control Area: 125.900 (80°-125°)

Seattle Terminal Control Area: 126.500 (126°-222°)

Seattle Departure: 120.100 (223°-289°)

Seattle Departure: 119.200 (17°-79°)

Seattle Departure: 120.400 (301°-340°)

Seattle Departure: 125.900 (80°-125°)

Seattle Departure: 128.500 (302°-16°)

Seattle Departure: 126.500 (126°-222°)

Boeing UNICOM: 122.950

SEATTLE, WASH

JEPPesen

4 AUG 23

10-3A

EFF 10 AUG

KBFI/BFI

BOEING FLD/KING CO INTL

SEATTLE Departure (R)

119.2

Apt Elev

22

Trans alt: 18000

RADAR required.

KENT 8 DEPARTURE

(KENT8.ZIGED) (RWYS 14L/R)

CRANBROOK

112.1 YXC

NOT TO SCALE

INITIAL CLIMB

NOT TO SCALE

ZIGED

or ATC assigned altitude for RADAR vectors to assigned route/fix

2000

LOC DME (BACK CRS)

110.9 IBFI

137° hdg

135° hdg

D SEATTLE (H) 116.8 SEA

D130

TAKE-OFF OBSTACLE NOTES

See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:

Rwy 14L: Standard with a minimum climb of 708 FT/ NM to 500 or 600-3 with a minimum climb of 260 FT/ NM to 700.

Rwy 14R: Standard with a minimum climb of 507 FT/ NM to 700 or 600-3 with a minimum climb of 260 FT/ NM to 700.

Rwys 32L/R: Not authorized - ATC.

Grnd speed-KT

75 100 150 200 250 300

260 FT/NM

325 433 650 867 1083 1300

507 FT/NM

634 845 1268 1690 2113 2535

708 FT/NM

885 1180 1770 2360 2950 3540

RWY

INITIAL CLIMB

TOP ALTITUDE

14L

Climb heading 137° and IBFI SOUTHEAST course to cross ZIGED at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix.

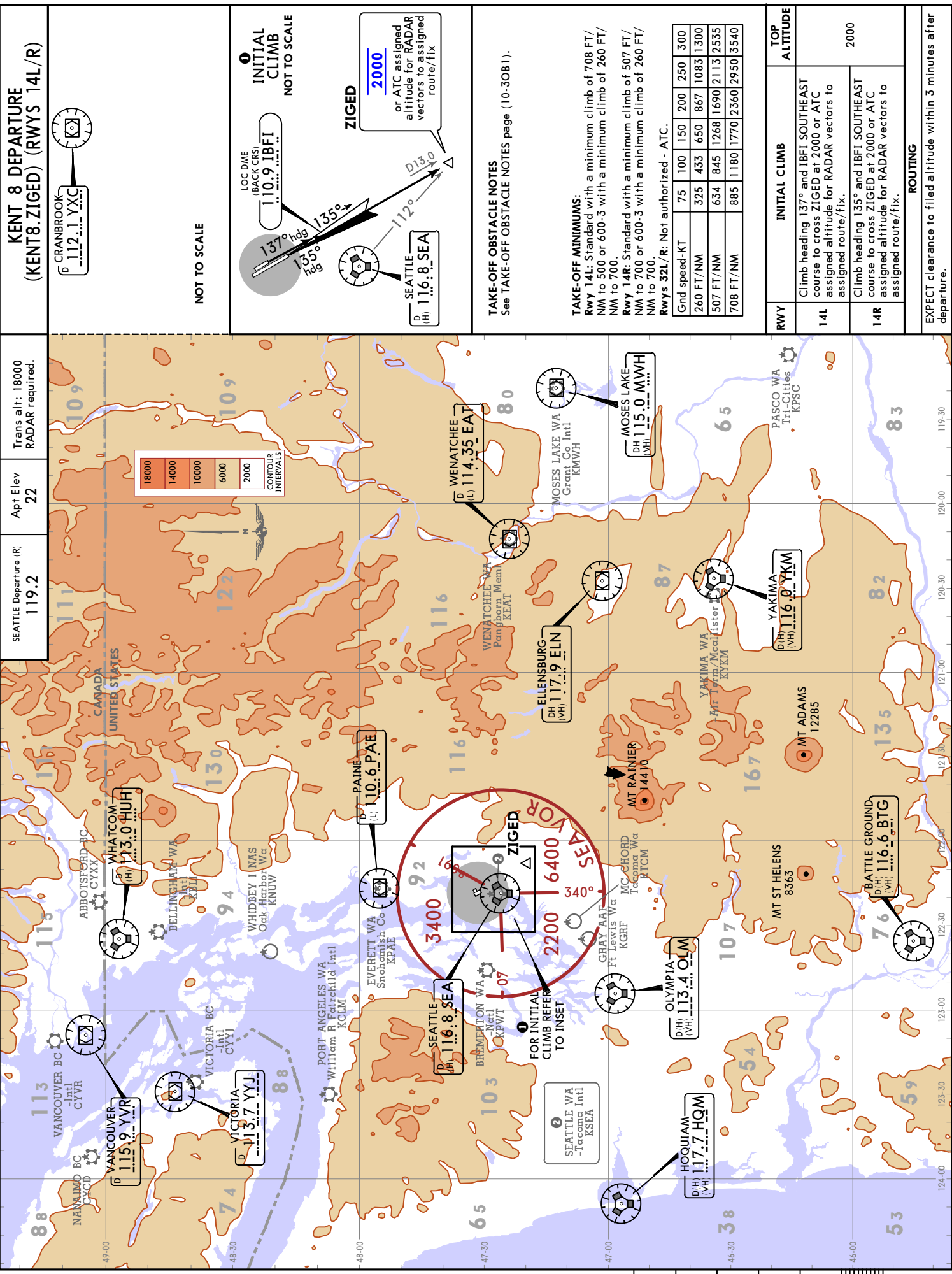
14R

Climb heading 135° and IBFI SOUTHEAST course to cross ZIGED at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix.

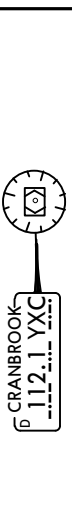
2000

ROUTING

EXPECT clearance to filed altitude within 3 minutes after departure.

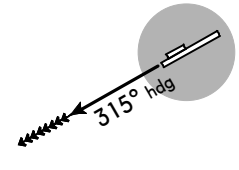


NEEDLE 1 DEPARTURE [NEEDL1]
(RWYS 32L/R)



NOT TO SCALE

INITIAL CLIMB



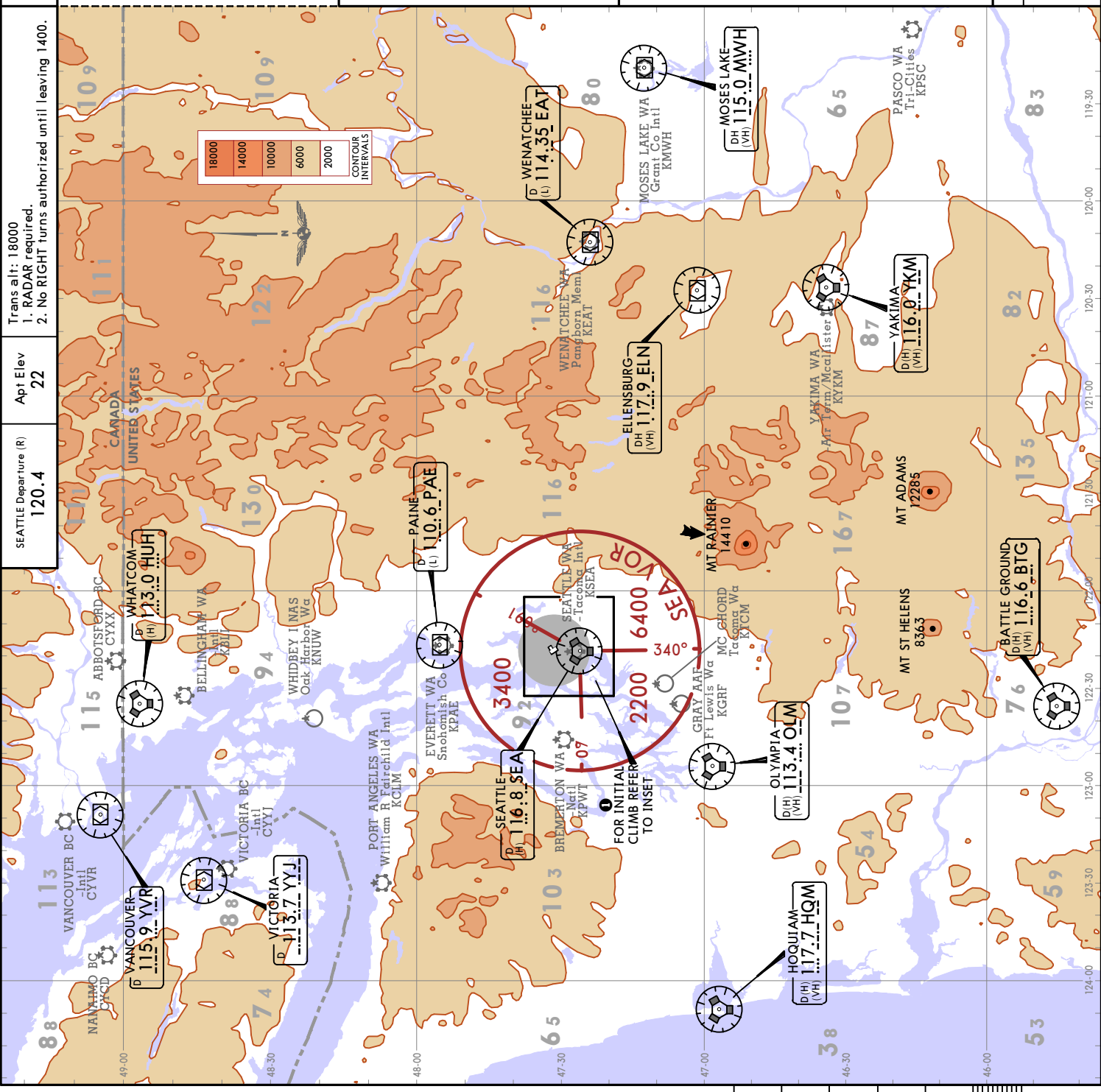
NOT TO SCALE

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

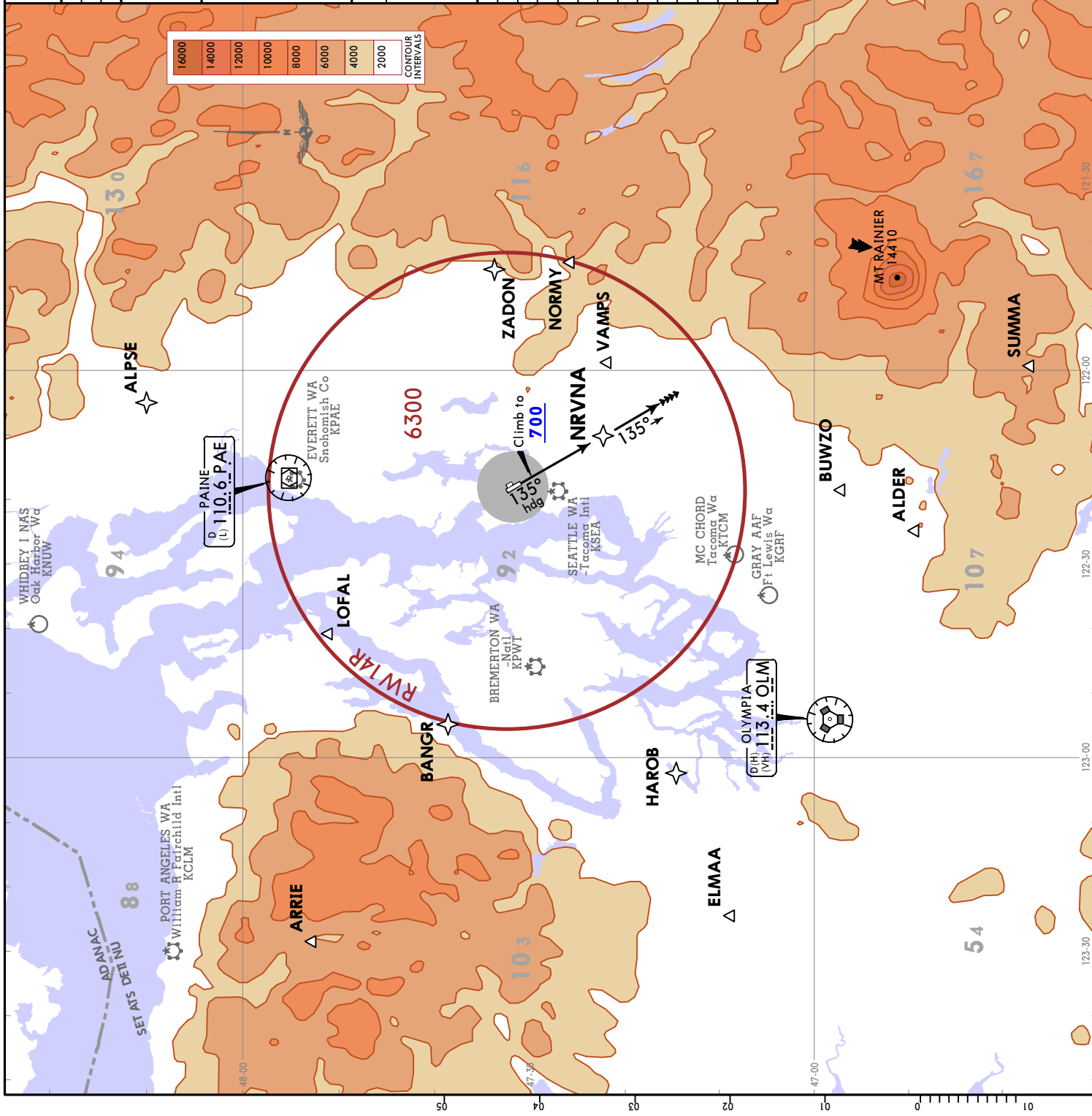
TAKE-OFF MINIMUMS:
RWY 14L/R: Not authorized - ATC.
Rwy 32L: Standard with a minimum climb of 425 FT/NM to 1400 or 400-1/7/8 with a minimum climb of 240 FT/NM to 1400.
RWY 32R: Standard with a minimum climb of 345 FT/NM to 1400 or 400-2 with a minimum climb of 240 FT/NM to 1400.

Grnd speed-KT	75	100	150	200	250	300
240 FT/NM	300	400	600	800	1000	1200
345 FT/NM	431	575	863	1150	1438	1725
425 FT/NM	531	708	1063	1417	1771	2125

INITIAL CLIMB	TOP ALTITUDE
Climb heading 315°, MAINTAIN 2100 or ATC assigned altitude for RADAR vectors to assigned route/fix. EXPECT clearance to filed altitude within 3 minutes after departure.	2100



SEATTLE Departure (R)	119.2	Apt Elev	22
Trans alt: 18000			
RNAV 1	DME/DME/IRU or GPS required	RADAR required.	
NRVNA 1 RNAV DEPARTURE (NRVNA 1.NRVNA) (RWY 14R)			
TAKE-OFF OBSTACLE NOTES See TAKE-OFF OBSTACLE NOTES page (10-30B1).			
TAKE-OFF MINIMUMS: Rwys 14L, 32L/R: Not authorized - ATC. Rwy 14R: Standard with a minimum climb of 507 FT/ NM to 700.			
Gnd speed-KT	75 100 150 200 250 300	TOP ALTITUDE	
507 FT/NM	634 845 1268 1690 2113 2535	2000	
INITIAL CLIMB			
Climb heading 135° to 700, then direct NRVNA, then on track 135° for RADAR vectors to assigned route/fix, MAINTAIN 2000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level within 3 minutes after departure.			
Departures: EXPECT direct/vectors to:			
ALDER	ALDER/V-495/J-1-189		
ALPSE	ALPSE		
ARRIE	ARRIE/J-523		
BANGR	BANGR		
BUWZO	BUWZO		
ELMAA	ELMAA/J-70		
HAROB	HAROB/Q-5		
LOFAL	LOFAL/V-4-495		
NORMY	NORMY/V-120/J-12-70-90		
OLM VOR	OLM VOR		
PAE VOR	PAE VOR		
SUMMA	SUMMA/J-5/J-54/Q-9		
VAMPS	VAMPS/V-2-298		
ZADON	ZADON		



KBFI/BFI

6 OCT 17

Eff 12 Oct


JEPPESSEN

10-30B1

SEATTLE, WASH

BOEING FLD/KING CO INTL

TAKEOFF OBSTACLE NOTES

- RWY 14L: SIGN 76' FROM DER, 135' LEFT OF CENTERLINE, 3' AGL/20' MSL. BUILDING 403' FROM DER, 411' LEFT OF CENTERLINE, 14' AGL/32' MSL. BUILDING 403' FROM DER, 491' LEFT OF CENTERLINE, 35' MSL. BUILDING 622' FROM DER, 526' LEFT OF CENTERLINE, 34' AGL/51' MSL. BUILDINGS BEGINNING 647' FROM DER, 473' LEFT OF CENTERLINE, UP TO 54' MSL. TREE 1052' FROM DER, 688' LEFT OF CENTERLINE, 56' MSL. TRANSMISSION TOWERS AND BUILDINGS BEGINNING 1147' FROM DER, 426' LEFT OF CENTERLINE, UP TO 63' MSL. TOWER AND TRANSMISSION TOWER BEGINNING 1545' FROM DER, 658' LEFT OF CENTERLINE, UP TO 50' AGL/72' MSL. POLES, TOWER AND TREES BEGINNING 1784' FROM DER, 714' LEFT OF CENTERLINE, UP TO 103' MSL. TREE 2591' FROM DER, 1156' LEFT OF CENTERLINE, 141' MSL. TREE 2701' FROM DER, 1134' LEFT OF CENTERLINE, 143' MSL. TREE 2730' FROM DER, 1030' LEFT OF CENTERLINE, 157' MSL. TREES BEGINNING 2820' FROM DER, 646' LEFT OF CENTERLINE, UP TO 192' MSL. TREE 2931' FROM DER, 1162' LEFT OF CENTERLINE, 201' MSL. TREES BEGINNING 2967' FROM DER, 619' LEFT OF CENTERLINE, UP TO 226' MSL. TREES BEGINNING 3060' FROM DER, 914' LEFT OF CENTERLINE, UP TO 235' MSL. TREES BEGINNING 3100' FROM DER, 553' LEFT OF CENTERLINE, UP TO 266' MSL. TREES BEGINNING 3259' FROM DER, 906' LEFT OF CENTERLINE, UP TO 277' MSL. TREES BEGINNING 3332' FROM DER, 732' LEFT OF CENTERLINE, UP TO 302' MSL. TREES, TRANSMISSION TOWERS AND BUILDINGS BEGINNING 3675' FROM DER, 384' LEFT OF CENTERLINE, UP TO 116' AGL/342' MSL. TREES, TRANSMISSION TOWERS AND BUILDINGS BEGINNING 4032' FROM DER, 296' LEFT OF CENTERLINE, UP TO 103' AGL/356' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS, GROUND AND ROADS BEGINNING 4538' FROM DER, 380' LEFT OF CENTERLINE, UP TO 110' AGL/365' MSL. TRANSMISSION TOWER AND TREES BEGINNING 1.6 NM FROM DER, 1787' LEFT OF CENTERLINE, UP TO 135' AGL/382' MSL. TREES, TOWERS, ELECTRICAL TRANSMISSION LINES AND BUILDINGS BEGINNING 1.7 NM FROM DER, 936' LEFT OF CENTERLINE, UP TO 438' MSL. TREES, TRANSMISSION TOWERS, BUILDINGS, ELECTRICAL TRANSMISSION LINE, ROADS AND GROUND BEGINNING 1.9 NM FROM DER, 888' LEFT OF CENTERLINE, UP TO 478' MSL. TREES, BUILDINGS, TOWERS, FENCES, ROADS, GROUND, PARKING LOTS, ELECTRICAL TRANSMISSION LINES AND POLES BEGINNING 2 NM FROM DER, 638' LEFT OF CENTERLINE, UP TO 531' MSL.
- RWY 14R: RAILROAD 50' FROM DER, 453' LEFT OF CENTERLINE, 46' MSL. RAILROAD, TREE AND ROAD BEGINNING 128' FROM DER, 277' LEFT OF CENTERLINE, UP TO 47' MSL. LIGHT POLE 202' FROM DER, 539' RIGHT OF CENTERLINE, 64' MSL. SIGNS, RAILROADS, ROADS AND TREES BEGINNING 263' FROM DER, 280' LEFT OF CENTERLINE, UP TO 98' MSL. POLES, OL DME, NAVAID AND TREES BEGINNING 411' FROM DER, 283' RIGHT OF CENTERLINE, UP TO 66' MSL. TREES, RAILROADS AND ROAD BEGINNING 793' FROM DER, 240' LEFT OF CENTERLINE, UP TO 61' AGL/116' MSL. TREES, ROADS, RAILROADS, POLES, SIGN, ELECTRICAL SYSTEM, TOWERS AND ELECTRICAL TRANSMISSION LINES BEGINNING 891' FROM DER, 142' LEFT OF CENTERLINE, UP TO 113' AGL/129' MSL. TREES, BUILDING AND POLES BEGINNING 1123' FROM DER, 2' RIGHT OF CENTERLINE, UP TO 87' MSL. TRANSMISSION TOWERS BEGINNING 2880' FROM DER, 90' RIGHT OF CENTERLINE, UP TO 74' AGL/94' MSL. TRANSMISSION TOWER 3138' FROM DER, 1305' RIGHT OF CENTERLINE, 100' MSL. TREES BEGINNING 3181' FROM DER, 344' RIGHT OF CENTERLINE, UP TO 91' AGL/106' MSL. POLE 3278' FROM DER, 1292' RIGHT OF CENTERLINE, 111' MSL. ELECTRICAL TRANSMISSION LINE 3363' FROM DER, 1389' RIGHT OF CENTERLINE, 121' MSL. ELECTRICAL TRANSMISSION LINES AND TREES BEGINNING 3373' FROM DER, 597' RIGHT OF CENTERLINE, UP TO 124' MSL. ELECTRICAL TRANSMISSION LINE AND TREES BEGINNING 3511' FROM DER, 278' RIGHT OF CENTERLINE, UP TO 125' MSL. TREES BEGINNING 3574' FROM DER, 710' RIGHT OF CENTERLINE, UP TO 132' MSL. TREE 3658' FROM DER, 486' RIGHT OF CENTERLINE, 139' MSL. TREES BEGINNING 3680' FROM DER, 724' RIGHT OF CENTERLINE, UP TO 146' MSL. TREES AND TRANSMISSION TOWER BEGINNING 3710' FROM DER, 270' RIGHT OF CENTERLINE, UP TO 155' MSL. TREES AND POLES BEGINNING 3894' FROM DER, 773' RIGHT OF CENTERLINE, UP TO 183' MSL. TREES, ELECTRICAL TRANSMISSION LINES, ANTENNA AND TOWERS BEGINNING 4017' FROM DER, 16' RIGHT OF CENTERLINE, UP TO 88' AGL/195' MSL. TREES BEGINNING 4142' FROM DER, 11' LEFT OF CENTERLINE, UP TO 137' MSL. TREES BEGINNING 4429' FROM DER, 4' LEFT OF CENTERLINE, UP TO 130' AGL/149' MSL. TREE 4671' FROM DER, 31' LEFT OF CENTERLINE, 130' AGL/153' MSL. TREES BEGINNING 4694' FROM DER, 1172' LEFT OF CENTERLINE, UP TO 167' MSL. TREES BEGINNING 4807' FROM DER, 1051' LEFT OF CENTERLINE, UP TO 193' MSL. TREES BEGINNING 4978' FROM DER, 828' LEFT OF CENTERLINE, UP TO 202' MSL. TREES BEGINNING 5257' FROM DER, 825' LEFT OF

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6 OCT 17
Eff 12 Oct

JEPPESSEN
 (10-30B2)

SEATTLE, WASH
 BOEING FLD/KING CO INTL

TAKEOFF OBSTACLE NOTES (CONTD)

(RWY 14R CONTD)

CENTERLINE, UP TO 212' MSL. TREES BEGINNING 5405' FROM DER, 773' LEFT OF CENTERLINE, UP TO 221' MSL. TREES BEGINNING 5519' FROM DER, 684' LEFT OF CENTERLINE, UP TO 229' MSL. TREES AND ELECTRICAL TRANSMISSION LINE BEGINNING 5636' FROM DER, 75' LEFT OF CENTERLINE, UP TO 234' MSL. TREES, TOWERS AND ELECTRICAL TRANSMISSION LINES BEGINNING 5685' FROM DER, 168' LEFT OF CENTERLINE, UP TO 247' MSL. TREES BEGINNING 5697' FROM DER, 477' RIGHT OF CENTERLINE, UP TO 95' AGL/217' MSL. ELECTRICAL TRANSMISSION LINES, TREES AND TOWERS BEGINNING 5832' FROM DER, 421' LEFT OF CENTERLINE, UP TO 360' MSL. TREES AND TRANSMISSION TOWER BEGINNING 1 NM FROM DER, 719' LEFT OF CENTERLINE, UP TO 399' MSL. TREES, GROUND, BUILDINGS, ELECTRICAL TRANSMISSION LINE, TRANSMISSION TOWERS, ROADS AND FENCE BEGINNING 1.1 NM FROM DER, 970' LEFT OF CENTERLINE, UP TO 437' MSL. TREES, TRANSMISSION TOWERS, ROADS, BUILDINGS, FENCES, GROUND, PARKING LOTS, ELECTRICAL TRANSMISSION LINE, POLES AND ANTENNA BEGINNING 1.3 NM FROM DER, 948' LEFT OF CENTERLINE, UP TO 116' AGL/506' MSL. TREES BEGINNING 2 NM FROM DER, 2647' LEFT OF CENTERLINE, UP TO 523' MSL. TREES BEGINNING 2.1 NM FROM DER, 2225' LEFT OF CENTERLINE, UP TO 543' MSL. TREES BEGINNING 2.3 NM FROM DER, 2603' LEFT OF CENTERLINE, UP TO 553' MSL.

RWY 32L: FENCE 249' FROM DER, 452' LEFT OF CENTERLINE, 26' MSL. BUILDING 1022' FROM DER, 728' LEFT OF CENTERLINE, 50' MSL. LIGHT POLE 1111' FROM DER, 683' RIGHT OF CENTERLINE, 50' MSL. TREES AND LIGHT POLE BEGINNING 1166' FROM DER, 768' RIGHT OF CENTERLINE, UP TO 60' MSL. POLES, BUILDINGS AND TREES BEGINNING 1216' FROM DER, 571' LEFT OF CENTERLINE, UP TO 101' MSL. TRANSMISSION TOWERS BEGINNING 1598' FROM DER, 790' RIGHT OF CENTERLINE, UP TO 68' MSL. TREE 2192' FROM DER, 403' RIGHT OF CENTERLINE, 54' AGL/81' MSL. BUILDING AND TREE BEGINNING 2286' FROM DER, 385' RIGHT OF CENTERLINE, UP TO 85' MSL. TREES BEGINNING 2407' FROM DER, 261' LEFT OF CENTERLINE, UP TO 91' AGL/113' MSL. TRANSMISSION TOWER AND TREE BEGINNING 2413' FROM DER, 350' RIGHT OF CENTERLINE, UP TO 97' MSL. TREES AND POLES BEGINNING 2468' FROM DER, 440' RIGHT OF CENTERLINE, UP TO 114' MSL. TREE 2640' FROM DER, 1143' RIGHT OF CENTERLINE, 127' MSL. TREES AND POLES BEGINNING 2717' FROM DER, 875' RIGHT OF CENTERLINE, UP TO 129' MSL. TREES, TOWERS AND LIGHT POLES BEGINNING 3080' FROM DER, 431' RIGHT OF CENTERLINE, UP TO 140' MSL. TREE 3316' FROM DER, 1366' RIGHT OF CENTERLINE, 148' MSL. TREES BEGINNING 3358' FROM DER, 821' RIGHT OF CENTERLINE, UP TO 157' MSL. TREES AND POLES BEGINNING 3449' FROM DER, 894' RIGHT OF CENTERLINE, UP TO 158' MSL. TREES BEGINNING 3606' FROM DER, 787' RIGHT OF CENTERLINE, UP TO 180' MSL. BUILDINGS, TREES, POLES AND STACKS BEGINNING 3711' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 196' MSL. BUILDINGS, TREES AND LIGHT POLE BEGINNING 3979' FROM DER, 883' RIGHT OF CENTERLINE, UP TO 216' MSL. TREES, BUILDINGS, LIGHT POLES, TRANSMISSION TOWERS, ANTENNA, PARKING LOT AND GROUND BEGINNING 4213' FROM DER, 706' RIGHT OF CENTERLINE, UP TO 241' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS AND LIGHT POLES BEGINNING 5403' FROM DER, 764' RIGHT OF CENTERLINE, UP TO 248' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS, LIGHT POLES AND GROUND BEGINNING 1 NM FROM DER, 851' RIGHT OF CENTERLINE, UP TO 260' MSL. TREES, GROUND, TRANSMISSION TOWER AND POLES BEGINNING 1.1 NM FROM DER, 1141' RIGHT OF CENTERLINE, UP TO 282' MSL. TREES, LIGHT POLE, BUILDINGS, TRANSMISSION TOWERS, ELECTRIC TRANSMISSION LINES AND ROADS BEGINNING 1.2 NM FROM DER, 1307' RIGHT OF CENTERLINE, UP TO 345' MSL.

RWY 32R: GROUND 14' FROM DER, 29' RIGHT OF CENTERLINE, 18' MSL. BUILDINGS BEGINNING 160' FROM DER, 488' RIGHT OF CENTERLINE, UP TO 37' AGL/56' MSL. POLE 214' FROM DER, 126' LEFT OF CENTERLINE, 12' AGL/28' MSL. POLE, AWOS, RVR, GLIDE-SLOPE AND TOWER BEGINNING 461' FROM DER, 68' LEFT OF CENTERLINE, UP TO 34' AGL/51' MSL. BUILDINGS BEGINNING 719' FROM DER, 459' RIGHT OF CENTERLINE, UP TO 61' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS, LIGHT POLE AND RAILROAD BEGINNING 808' FROM DER, 404' RIGHT OF CENTERLINE, UP TO 73' MSL. BUILDINGS AND TRANSMISSION TOWERS BEGINNING 1425' FROM DER, 513' RIGHT OF CENTERLINE, UP TO 61' AGL/81' MSL. ANTENNA, TRANSMISSION TOWERS AND TREE BEGINNING 1831' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 108' MSL. POLES, BUILDINGS AND TREE BEGINNING 2493' FROM DER, 948' LEFT OF CENTERLINE, UP TO 101' MSL. LIGHT POLE 3032' FROM DER, 1207' RIGHT OF CENTERLINE, 114' MSL. TREES AND LIGHT POLE

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10-30B3

SEATTLE, WASH
BOEING FLD/KING CO INTL

TAKEOFF OBSTACLE NOTES (CONTD1)

(RWY 32R CONTD)

BEGINNING 3238' FROM DER, 1118' RIGHT OF CENTERLINE, UP TO 155' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS AND LIGHT POLES BEGINNING 3352' FROM DER, 585' RIGHT OF CENTERLINE, UP TO 168' MSL. TREE 3684' FROM DER, 947' LEFT OF CENTERLINE, 91' AGL/113' MSL. TREES, TRANSMISSION TOWERS, BUILDINGS AND POLES BEGINNING 4585' FROM DER, 835' RIGHT OF CENTERLINE, UP TO 202' MSL. TREES, LIGHT POLE, BUILDINGS AND TRANSMISSION TOWERS BEGINNING 5166' FROM DER, 919' RIGHT OF CENTERLINE, UP TO 229' MSL. TREES, BUILDINGS AND TRANSMISSION TOWERS BEGINNING 5490' FROM DER, 1039' RIGHT OF CENTERLINE, UP TO 241' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS AND FENCE BEGINNING 1 NM FROM DER, 738' RIGHT OF CENTERLINE, UP TO 263' MSL. TREES, BUILDINGS, TRANSMISSION TOWERS AND GROUND BEGINNING 1.1 NM FROM DER, 795' RIGHT OF CENTERLINE, UP TO 300' MSL. TREES, BUILDINGS AND TRANSMISSION TOWERS BEGINNING 1.2 NM FROM DER, 1042' RIGHT OF CENTERLINE, UP TO 320' MSL. TOWERS, BUILDINGS, TREES, ELECTRIC TRANSMISSION LINES, LIGHT POLE BEGINNING 1.3 NM FROM DER, 1027' RIGHT OF CENTERLINE, UP TO 376' MSL.

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Apt Elev **22'**
N47 31.8 W122 18.1

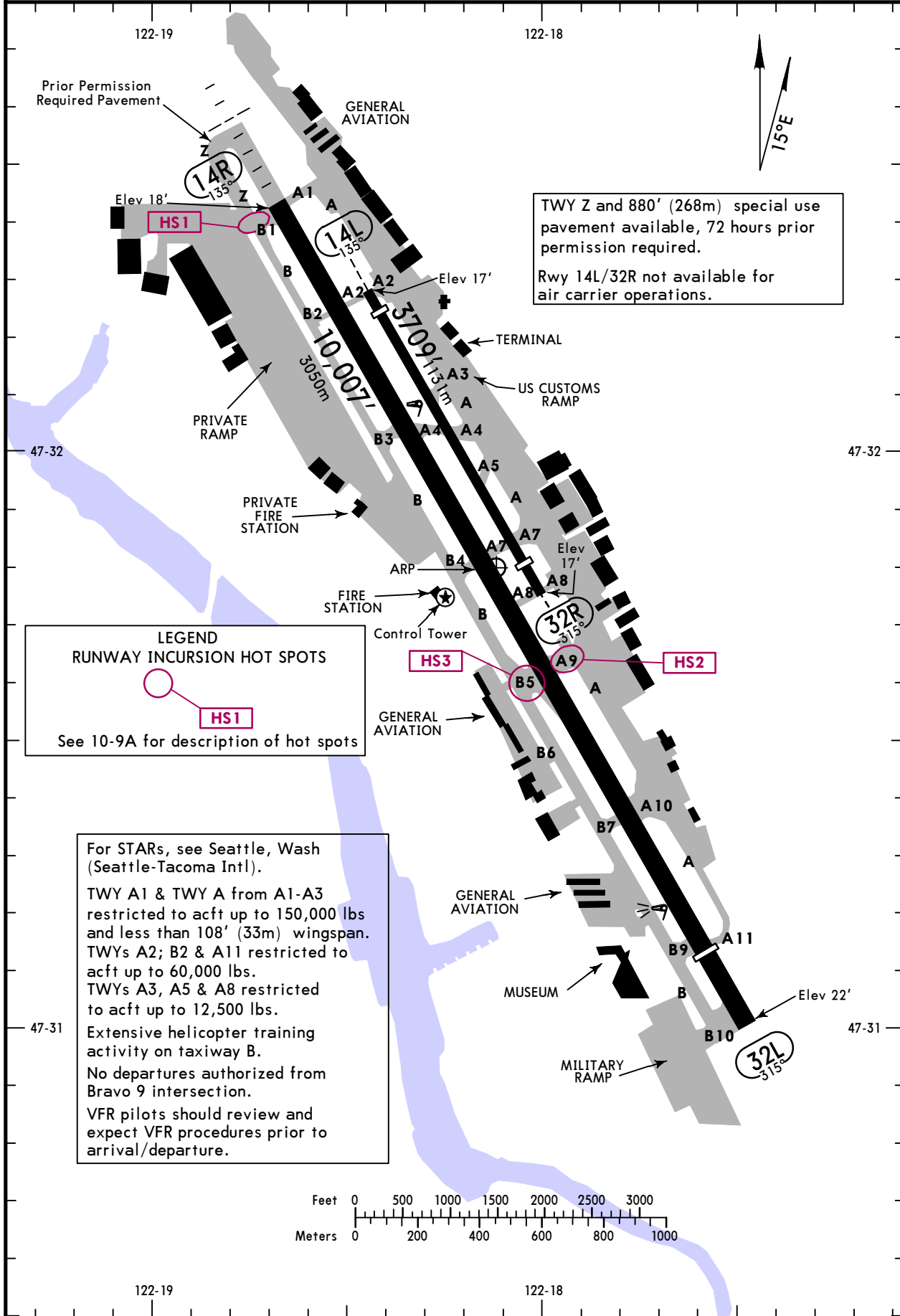


4 AUG 23 **(10-9)** Eff 10 Aug

SEATTLE, WASH BOEING/KING CO INTL

ATIS VOT 108.6 127.75	BOEING Clearance 132.4	Ground 121.9	Tower 120.6
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SEATTLE Departure (R)					
302°-016° SEA (Rwy 32)	017°-079° SEA (Rwy 32)	080°-125° SEA (Rwy 32)	126°-222° SEA (Rwy 32)	223°-301° SEA (Rwy 32)	301°-340° SEA (Rwy 32)
316°-027° SEA (Rwy 14)	028°-160° SEA (Rwy 14)	290°-315° SEA (Rwy 14)	161°-222° SEA (Rwy 14)	223°-289° SEA (Rwy 14)	
128.5	119.2	125.9	126.5	120.1	120.4



TWY Z and 880' (268m) special use pavement available, 72 hours prior permission required.
Rwy 14L/32R not available for air carrier operations.

LEGEND
RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of hot spots

For STARs, see Seattle, Wash (Seattle-Tacoma Intl).
TWY A1 & TWY A from A1-A3 restricted to acft up to 150,000 lbs and less than 108' (33m) wingspan.
TWYs A2; B2 & A11 restricted to acft up to 60,000 lbs.
TWYs A3, A5 & A8 restricted to acft up to 12,500 lbs.
Extensive helicopter training activity on taxiway B.
No departures authorized from Bravo 9 intersection.
VFR pilots should review and expect VFR procedures prior to arrival/departure.

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JEPESEN
4 AUG 23 **10-9A** Eff 10 Aug

SEATTLE, WASH
BOEING/KING CO INTL

GENERAL

For Boeing Military Flight Center ramp permission, contact ramp coordinator, 72 hour prior permission required, 96 hour prior permission required if ordnances/munitions installed or if ordnances/munitions storage is required.

Limited liquid oxygen service meeting MIL-PRF-27210J, type II available for Military Flight Center transient aircraft, contact 96 hours prior with needed volume and aircraft type.

Prior to arrival onto Boeing Commercial Airplane ramp, contact Boeing Seattle at 123.425.

Advanced permission to access Boeing Commercial Airplane ramp only.

Birds in vicinity of airport.

Touch and go landings prohibited 2200-0700 LT.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
14R	① HIRL MALSF PAPI-L (angle 3.0°) grooved RVR	②	8370' 2551m	10,000'	200'
32L	① HIRL REIL PAPI-L (angle 3.1°) grooved RVR	9120' 2780m	8190' 2496m	3048m	61m

① Operational Dusk-Dawn.

② LDA: 9120' 2780m

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
14L	④ MIRL REIL PAPI-L (angle 3.0°)	3459' 1054m			100'
32R		3334' 1016m			30m

③ Limited to use by aircraft up to 12,500 lbs.

④ Not operational 0600-1500Z.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 PPR to enter Taxiway Z, enter Runway 14R at B1 only.

HS2 Runway 14R/32L and Taxiway A9. Wrong runway departure risk.

HS3 Extensive helicopter operations in the vicinity of Twy B5.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 14R				Rwy 32L			
	With Mim climb of 500'/NM to 600'		With Mim climb of 315'/NM to 700'	For Climb In Visual Conditions	With Mim climb of 425'/NM to 500'		With Mim climb of 235'/NM to 800'	For Climb In Visual Conditions
	Adequate Vis Ref	STD			Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16	RVR 50 or 1	500-2	1000-2 1/2	RVR 16	RVR 50 or 1	400-1 7/8	1000-2 1/2
3 & 4 Eng	or 1/4	RVR 24 or 1/2			or 1/4	RVR 24 or 1/2		

	Rwy 32R				Rwy 14L			
	With Mim climb of 345'/NM to 500'		With Mim climb of 230'/NM to 800'	For Climb In Visual Conditions	With Mim climb of 708'/NM to 500'		With Mim climb of 270'/NM to 700'	For Climb In Visual Conditions
	Adequate Vis Ref	STD			Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	400-2	1000-2 1/2	1/4	1	500-2 3/4	1000-2 1/2
3 & 4 Eng		1/2				1/2		

OBSTACLE DP

Rwy 14L/R climbing right turn thence....

Rwy 32L/R climbing left turn thence....

....All aircraft climb direct SEA VOR, continue climb in SEA VOR holding pattern (hold east, left turns, 290° inbound) to cross SEA VOR at or above 3000' before proceeding on course.

VISUAL CLIMB OVER AIRPORT (VCOA)

All Rws: obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boeing Field/King County Intl airport at or above 900', then climb to 3000' via SEA R-344 to SEA VOR, continue climb in SEA VOR holding pattern (hold east, left turns, 290 inbound) to cross SEA VOR at or above 3000' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1, 10-9A2)

FOR FILING AS ALTERNATE

	ILS Rwy 14R ILS Rwy 32L	RNAV (RNP) Z Rwy 14R	LOC Rwy 14R LOC Rwy 32L RNAV (GPS) Y Rwy 14R	RNAV (GPS) Z Rwy 32L	RNAV (GPS) Y Rwy 32L
A	600-2	800-2	800-2	900-2 1/2	900-2 1/2
B			900-2		
C			1000-2 3/4		
D			1000-3		

KBFI/BFI



 8 SEP 17

 Eff 14 Sep (10-9A1)

 SEATTLE, WASH

 BOEINGFLD/KING CO INTL

ODP TAKEOFF OBSTACLE NOTES

- RWY 14L:

Sign 76' from DER, 135' left of centerline, 3' AGL/20' MSL. Building 403' from DER, 411' left of centerline, 14' AGL/32' MSL. Building 403' from DER, 491' left of centerline, 35' MSL. Building 622' from DER, 526' left of centerline, 34' AGL/51' MSL. Buildings beginning 647' from DER, 473' left of centerline, up to 54' MSL. Tree 1052' from DER, 688' left of centerline, 56' MSL. Transmission towers and buildings beginning 1147' from DER, 426' left of centerline, up to 63' MSL. Tower and transmission tower beginning 1545' from DER, 658' left of centerline, up to 50' AGL/72' MSL. Poles, tower and trees beginning 1784' from DER, 714' left of centerline, up to 103' MSL. Tree 2591' from DER, 1156' left of centerline, 141' MSL. Tree 2701' from DER, 1134' left of centerline, 143' MSL. Tree 2730' from DER, 1030' left of centerline, 157' MSL. Trees beginning 2820' from DER, 646' left of centerline, up to 192' MSL. Tree 2931' from DER, 1162' left of centerline, 201' MSL. Trees beginning 2967' from DER, 619' left of centerline, up to 226' MSL. Trees beginning 3060' from DER, 914' left of centerline, up to 235' MSL. Trees beginning 3100' from DER, 553' left of centerline, up to 266' MSL. Trees beginning 3259' from DER, 906' left of centerline, up to 277' MSL. Trees beginning 3332' from DER, 732' left of centerline, up to 302' MSL. Trees, transmission towers and buildings beginning 3675' from DER, 384' left of centerline, up to 116' AGL/342' MSL. Trees, transmission towers and buildings beginning 4032' from DER, 296' left of centerline, up to 103' AGL/356' MSL. Trees, buildings, transmission towers, ground and roads beginning 4538' from DER, 380' left of centerline, up to 110' AGL/365' MSL. Transmission tower and trees beginning 1.6 NM from DER, 1787' left of centerline, up to 135' AGL/382' MSL. Trees, towers, electrical transmission lines and buildings beginning 1.7 NM from DER, 936' left of centerline, up to 438' MSL. Trees, transmission towers, buildings, electrical transmission line, roads and ground beginning 1.9 NM from DER, 888' left of centerline, up to 478' MSL. Trees, buildings, towers, fences, roads, ground, parking lots, electrical transmission lines and poles beginning 2 NM from DER, 638' left of centerline, up to 531' MSL.

- RWY 14R:

Railroad 50' from DER, 453' left of centerline, 46' MSL. Railroad, tree and road beginning 128' from DER, 277' left of centerline, up to 47' MSL. Light pole 202' from DER, 539' right of centerline, 64' MSL. Signs, railroads, roads and trees beginning 263' from DER, 280' left of centerline, up to 98' MSL. Poles, obstruction light DME, navigational aid and trees beginning 411' from DER, 283' right of centerline, up to 66' MSL. Trees, railroads and road beginning 793' from DER, 240' left of centerline, up to 61' AGL/116' MSL. Trees, roads, railroads, poles, sign, electrical sys, towers and electrical transmission lines beginning 891' from DER, 142' left of centerline, up to 113' AGL/129' MSL. Trees, building and poles beginning 1123' from DER, 2' right of centerline, up to 87' MSL. Transmission towers beginning 2880' from DER, 90' right of centerline, up to 74' AGL/94' MSL. Transmission tower 3138' from DER, 1305' right of centerline, 100' MSL. Trees beginning 3181' from DER, 344' right of centerline, up to 91' AGL/106' MSL. Pole 3278' from DER, 1292' right of centerline, 111' MSL. Electrical transmission line 3363' from DER, 1389' right of centerline, 121' MSL. Electrical transmission lines and trees beginning 3373' from DER, 597' right of centerline, up to 124' MSL. Electrical transmission line and trees beginning 3511' from DER, 278' right of centerline, up to 125' MSL. Trees beginning 3574' from DER, 710' right of centerline, up to 132' MSL. Tree 3658' from DER, 486' right of centerline, 139' MSL. Trees beginning 3680' from DER, 724' right of centerline, up to 146' MSL. Trees and transmission tower beginning 3710' from DER, 270' right of centerline, up to 155' MSL. Trees and poles beginning 3894' from DER, 773' right of centerline, up to 183' MSL. Trees, electrical transmission lines, antenna and towers beginning 4017' from DER, 16' right of centerline, up to 88' AGL/195' MSL. Trees beginning 4142' from DER, 11' left of centerline, up to 137' MSL. Trees beginning 4429' from DER, 4' left of centerline, up to 130' AGL/149' MSL. Tree 4671' from DER, 31' left of centerline, 130' AGL/153' MSL. Trees beginning 4694' from DER, 1172' left of centerline, up to 167' MSL. Trees beginning 4807' from DER, 1051' left of centerline, up to 193' MSL.

 AMEND
 8

KBFI/BFI


JEPPesen
 8 SEP 17
 Eff 14 Sep (10-9A2)

SEATTLE, WASH
 BOEING FLD/KING CO INTL

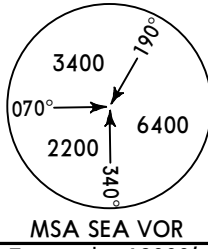
ODP TAKEOFF OBSTACLE NOTES

- RWY 14R Cont.:
 Trees beginning 4978' from DER, 828' left of centerline, up to 202' MSL. Trees beginning 5257' from DER, 825' left of centerline, up to 212' MSL. Trees beginning 5405' from DER, 773' left of centerline, up to 221' MSL. Trees beginning 5519' from DER, 684' left of centerline, up to 229' MSL. Trees and electrical transmission line beginning 5636' from DER, 75' left of centerline, up to 234' MSL. Trees, towers and electrical transmission lines beginning 5685' from DER, 168' left of centerline, up to 247' MSL. Trees beginning 5697' from DER, 477' right of centerline, up to 95' AGL/217' MSL. Electrical transmission lines, trees and towers beginning 5832' from DER, 421' left of centerline, up to 360' MSL. Trees and transmission tower beginning 1 NM from DER, 719' left of centerline, up to 399' MSL. Trees, ground, buildings, electrical transmission line, transmission towers, roads and fence beginning 1.1 NM from DER, 970' left of centerline, up to 437' MSL. Trees, transmission towers, roads, buildings, fences, ground, parking lots, electrical transmission line, poles and antenna beginning 1.3 NM from DER, 948' left of centerline, up to 116' AGL/506' MSL. Trees beginning 2 NM from DER, 2647' left of centerline, up to 523' MSL. Trees beginning 2.1 NM from DER, 2225' left of centerline, up to 543' MSL. Trees beginning 2.3 NM from DER, 2603' left of centerline, up to 553' MSL.
- RWY 32L:
 Fence 249' from DER, 452' left of centerline, 26' MSL. Building 1022' from DER, 728' left of centerline, 50' MSL. Light pole 1111' from DER, 683' right of centerline, 50' MSL. Trees and light pole beginning 1166' from DER, 768' right of centerline, up to 60' MSL. Poles, buildings and trees beginning 1216' from DER, 571' left of centerline, up to 101' MSL. Transmission towers beginning 1598' from DER, 790' right of centerline, up to 68' MSL. Tree 2192' from DER, 403' right of centerline, 54' AGL/81' MSL. Building and tree beginning 2286' from DER, 385' right of centerline, up to 85' MSL. Trees beginning 2407' from DER, 261' left of centerline, up to 91' AGL/113' MSL. Transmission tower and tree beginning 2413' from DER, 350' right of centerline, up to 97' MSL. Trees and poles beginning 2468' from DER, 440' right of centerline, up to 114' MSL. Tree 2640' from DER, 1143' right of centerline, 127' MSL. Trees and poles beginning 2717' from DER, 875' right of centerline, up to 129' MSL. Trees, towers and light poles beginning 3080' from DER, 431' right of centerline, up to 140' MSL. Tree 3316' from DER, 1366' right of centerline, 148' MSL. Trees beginning 3358' from DER, 821' right of centerline, up to 157' MSL. Trees and poles beginning 3449' from DER, 894' right of centerline, up to 158' MSL. Trees beginning 3606' from DER, 787' right of centerline, up to 180' MSL. Buildings, trees, poles and stacks beginning 3711' from DER, 543' right of centerline, up to 196' MSL. Buildings, trees and light pole beginning 3979' from DER, 883' right of centerline, up to 216' MSL. Trees, buildings, light poles, transmission towers, antenna, parking lot and ground beginning 4213' from DER, 706' right of centerline, up to 241' MSL. Trees, buildings, transmission towers and light poles beginning 5403' from DER, 764' right of centerline, up to 248' MSL. Trees, buildings, transmission towers, light poles and ground beginning 1 NM from DER, 851' right of centerline, up to 260' MSL. Trees, ground, transmission tower and poles beginning 1.1 NM from DER, 1141' right of centerline, up to 282' MSL. Trees, light pole, buildings, transmission towers, electrical transmission lines and roads beginning 1.2 NM from DER, 1307' right of centerline, up to 345' MSL.
- RWY 32R:
 Ground 14' from DER, 29' right of centerline, 18' MSL. Buildings beginning 160' from DER, 488' right of centerline, up to 37' AGL/56' MSL. Pole 214' from DER, 126' left of centerline, 12' AGL/28' MSL. Pole, AWOS, RVR, glide slope and tower beginning 461' from DER, 68' left of centerline, up to 34' AGL/51' MSL. Buildings beginning 719' from DER, 459' right of centerline, up to 61' MSL. Trees, buildings, transmission towers, light pole and railroad beginning 808' from DER, 404' right of centerline, up to 73' MSL. Buildings and transmission towers beginning 1425' from DER, 513' right of centerline, up to 61' AGL/81' MSL. Antenna, transmission towers and tree beginning 1831' from DER, 557' right of centerline, up to 108' MSL. Poles, buildings and tree beginning 2493' from DER, 948' left of centerline, up to 101' MSL. Light pole 3032' from DER, 1207' right of centerline, 114' MSL. Trees and light pole beginning 3238' from DER, 1118' right of centerline, up to 155' MSL. Trees, buildings, transmission towers and light poles beginning 3352' from DER, 585' right of centerline, up to 168' MSL. Tree 3684' from DER, 947' left of centerline, 91' AGL/113' MSL. Trees, transmission towers, buildings and poles beginning 4585' from DER, 835' right of centerline, up to 202' MSL. Trees, light pole, buildings and transmission towers beginning 5166' from DER, 919' right of centerline, up to 229' MSL. Trees, buildings and transmission towers beginning 5490' from DER, 1039' right of centerline, up to 241' MSL. Trees, buildings, transmission towers and fence beginning 1 NM from DER, 738' right of centerline, up to 263' MSL. Trees, buildings, transmission towers and ground beginning 1.1 NM from DER, 795' right of centerline, up to 300' MSL. Trees, buildings and transmission towers beginning 1.2 NM from DER, 1042' right of centerline, up to 320' MSL. Towers, buildings, trees, electrical transmission lines, light pole beginning 1.3 NM from DER, 1027' right of centerline, up to 376' MSL.

JEPPESEN SEATTLE, WASH

BOEING FLD/KING CO INTL 23 DEC 22 (11-1) Eff 29 Dec ILS or LOC Rwy 14R

ATIS 127.75		SEATTLE Approach (R) 125.9		BOEING Tower 120.6		Ground 121.9	
LOC IBFI 110.9	Final Apch Crs 135°	TOGAE 1600' (1582')	ILS DA(H) 308' (290')	Apt Elev 22'		TDZE 18'	

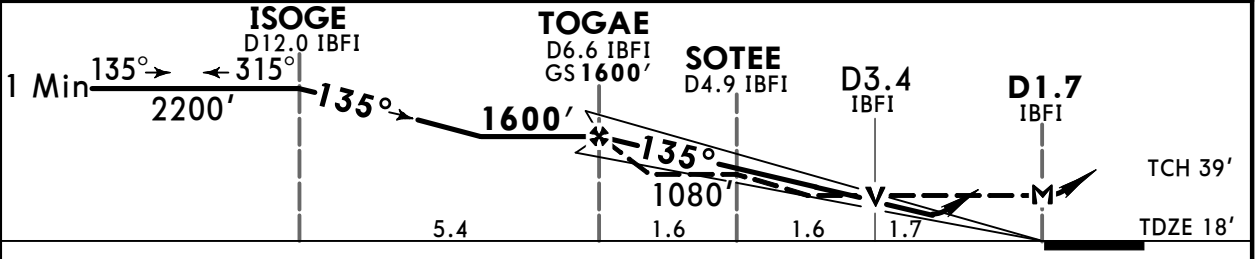
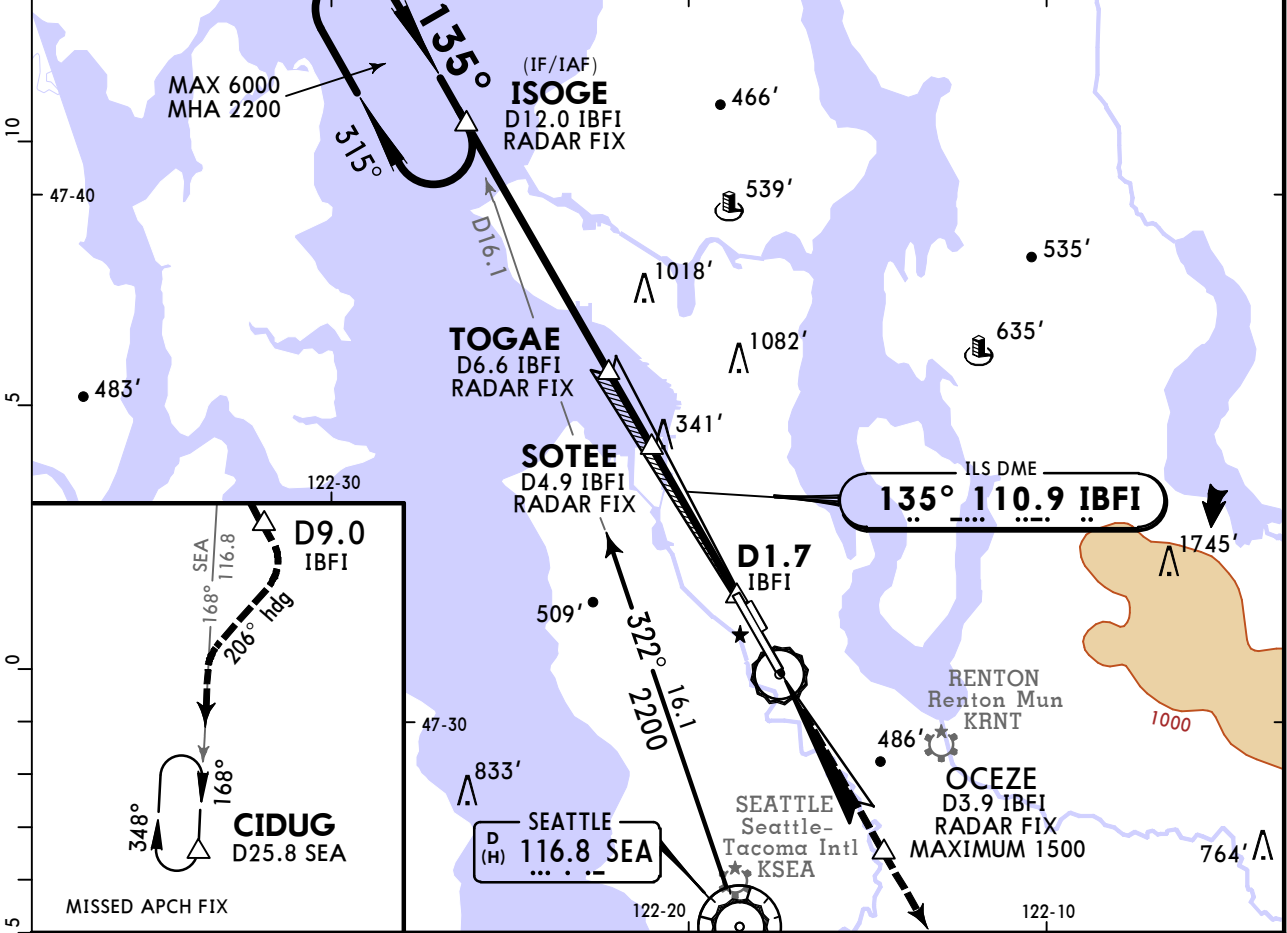


BRIEFING STRIP™

MISSED APCH: Climb on IBFI SOUTHEAST course to cross OCEZE/D3.9 IBFI/RADAR FIX at or below 1500', then climb on IBFI SOUTHEAST course to D9.0 IBFI then RIGHT turn on heading 206° and outbound on SEA R-168 to 5000' to CIDUG/D25.8 SEA and hold. A descent to at or below 1500' may be required when executing an early missed approach.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME and RADAR required. 2. Circling Rwy 32R not authorized at night. 3. Use IBFI DME when on the localizer course. 4. Rwy 14R helicopter visibility reduction below RVR 40 not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 55').



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	↑ on 110.9 SOUTHEAST COURSE	At or Below 1500'
GS	3.00°	372	478	531	637	849			
MAP at D1.7 IBFI									

TERPS STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND	
1 ILS DA(H) 308' (290')		LOC (GS out) MDA(H) 600' (582')		2 Not authorized northeast of Rwy 14L/32R Max Kts 90 760' (738') -1 120 880' (858') -1¼ 140 2960' (938') -2¾ 165 2960' (938') -3	
ALS out		ALS out			
A	RVR 40 or ¾	RVR 45 or 7/8	RVR 40 or ¾	RVR 50 or 1	
B			1¾	1½	
C					
D					

1 Minimums not authorized when VGSI inoperative.

CHANGES: Procedure.

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TERPS AMEND 32 29 DEC 2022

KBFI/BFI

JEPPESEN

SEATTLE, WASH

BOEING FLD/KING CO INTL

23 DEC 22

(11-2)

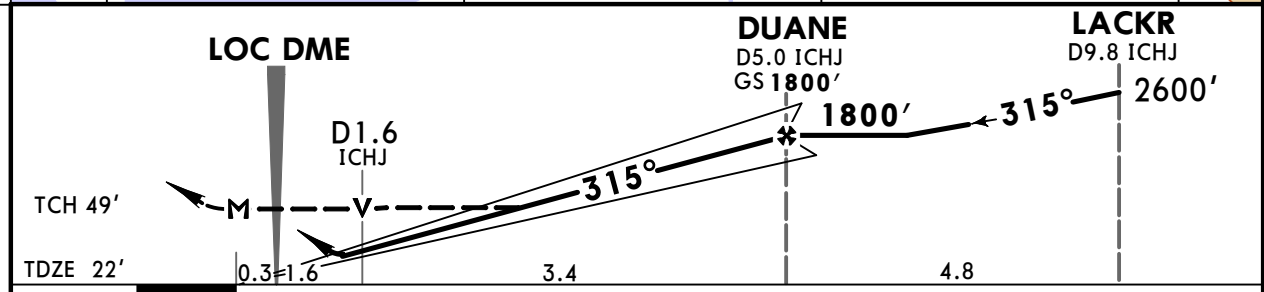
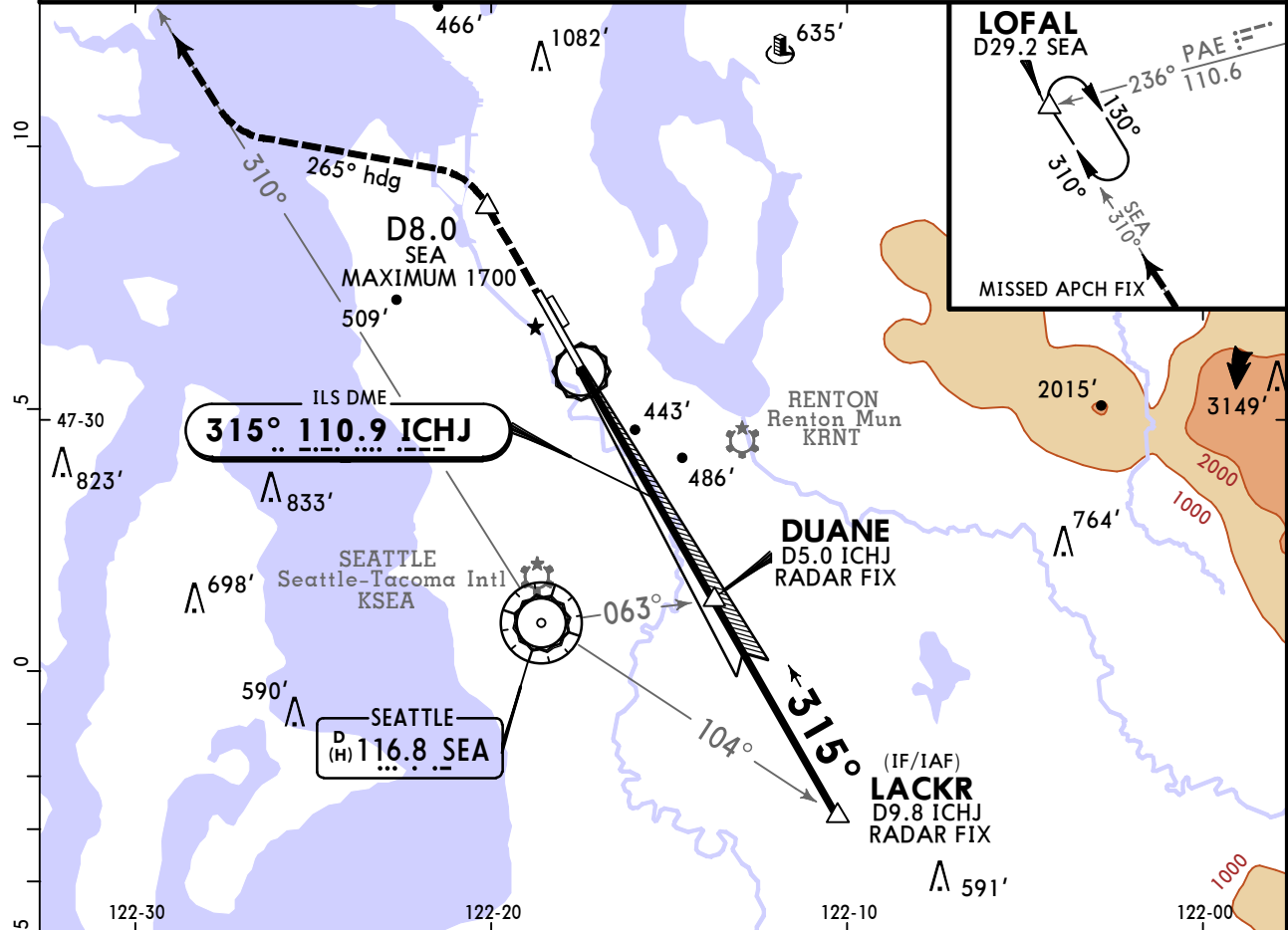
Eff 29 Dec

ILS or LOC Rwy 32L

ATIS 127.75		SEATTLE Approach (R) 125.9		BOEING Tower 120.6		Ground 121.9	
LOC ICHJ 110.9	Final Apch Crs 315°	DUANE 1800' (1778')		ILS DA(H) 453' (431')	Apt Elev 22' TDZE 22'		<p>MSA SEA VOR</p>
<p>MISSED APCH: Climb on heading 315° to cross SEA D8.0 at or below 1700', then climbing LEFT turn to 6000' on heading 265° and outbound on SEA R-310 to LOFAL/SEA D29.2 and hold. Continue climb-in-hold to 6000'. A descent to at or below 1700' may be required when executing an early missed approach.</p>							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME and RADAR required. 2. Circling Rwy 32R not authorized at night. 3. Use ICHJ DME when on the localizer course. 4. Rwy 32L helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 66').



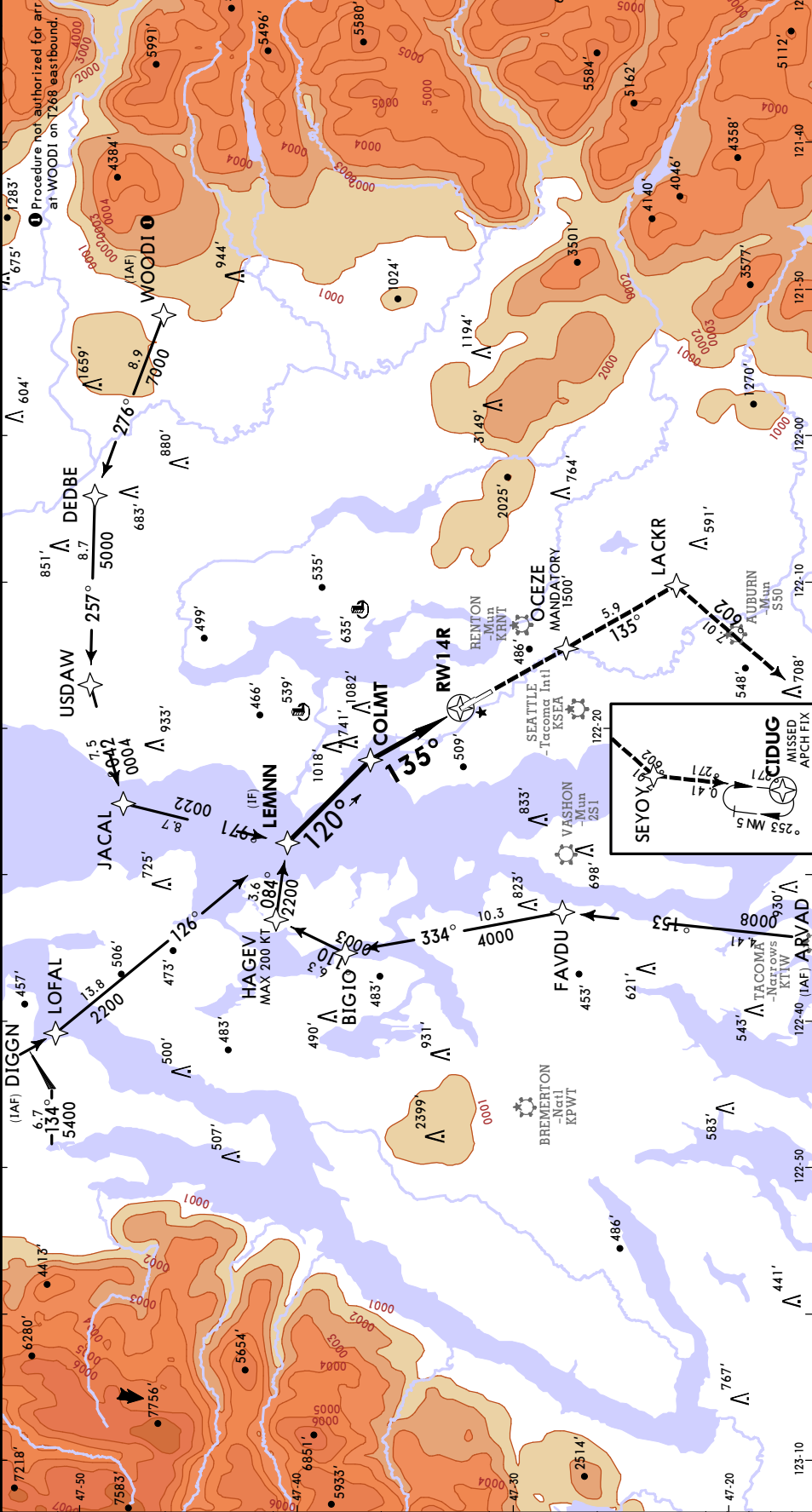
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	↑ on 315° hdg	At or Below 1700'
Descent Angle	3.10°	384	494	548	658	768			
DUANE to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59		

TERPS		STRAIGHT-IN LANDING RWY32L		Max Kts	CIRCLE-TO-LAND	
ILS DA(H) 453' (431')		LOC (GS out) MDA(H) 700' (678')			Not authorized northeast of Rwy 14L/32R MDA(H)	
A	1 1/4	1		90	760' (738') - 1	
B				120	880' (858') - 1 1/4	
C				140	960' (938') - 2 3/4	
D				165	960' (938') - 3	

TERPS AMEND 2 29 DEC 2022

KBFI/BFI
BOEING
KING CO INTL
JEPPESSEN
4 AUG 23
Eff 10 Aug 12-20
SEATTLE, WASH
RNAV (RNP) Z RWY 14R

ATIS 127.75	SEATTLE Approach (R) 125.9	BOEING Tower 120.6	Ground 121.9
RNAV	Final Apch Crs 135°	RNP 0.10 DA(H) 448' (430')	Appt Elev 22'
MISSED APCH: Climb direct OCEZE at 1500', then climb to 5000' on the RNAV missed approach route to CIDUG and hold. A descent to 1500' may be required when executing an early missed approach.		TDZE 18'	
RNP AR Apch - GPS		Trans alt: 18000'	
All Set: INCHES			



RNP 0.10 DA(H) 448' (430')		RNP 0.15 DA(H) 522' (504')		RNP 0.30 MDA(H) 708' (690')	
ALS out		ALS out		ALS out	
RVR 50 or 1		RVR 60 or 1/4		RVR 1 3/4	
1 1/4		1 3/8		2	

10.2	4.8	4.8	4.8	4.8	4.8
70	90	100	120	140	160
3.00°	372	478	531	637	743
					849

Grnd speed-Kts	1500'	↑	OCEZE
Glide Path Angle	3.00°	↑	

KBFI/BFI
BOEING
KING CO INTL

JEPESEN
 4 AUG 23
 Eff 10 Aug (12-21)

SEATTLE, WASH
RNAV (RNP) Z RWY 32L

ATIS	127.75
BOEING Tower	120.6
Ground	121.9

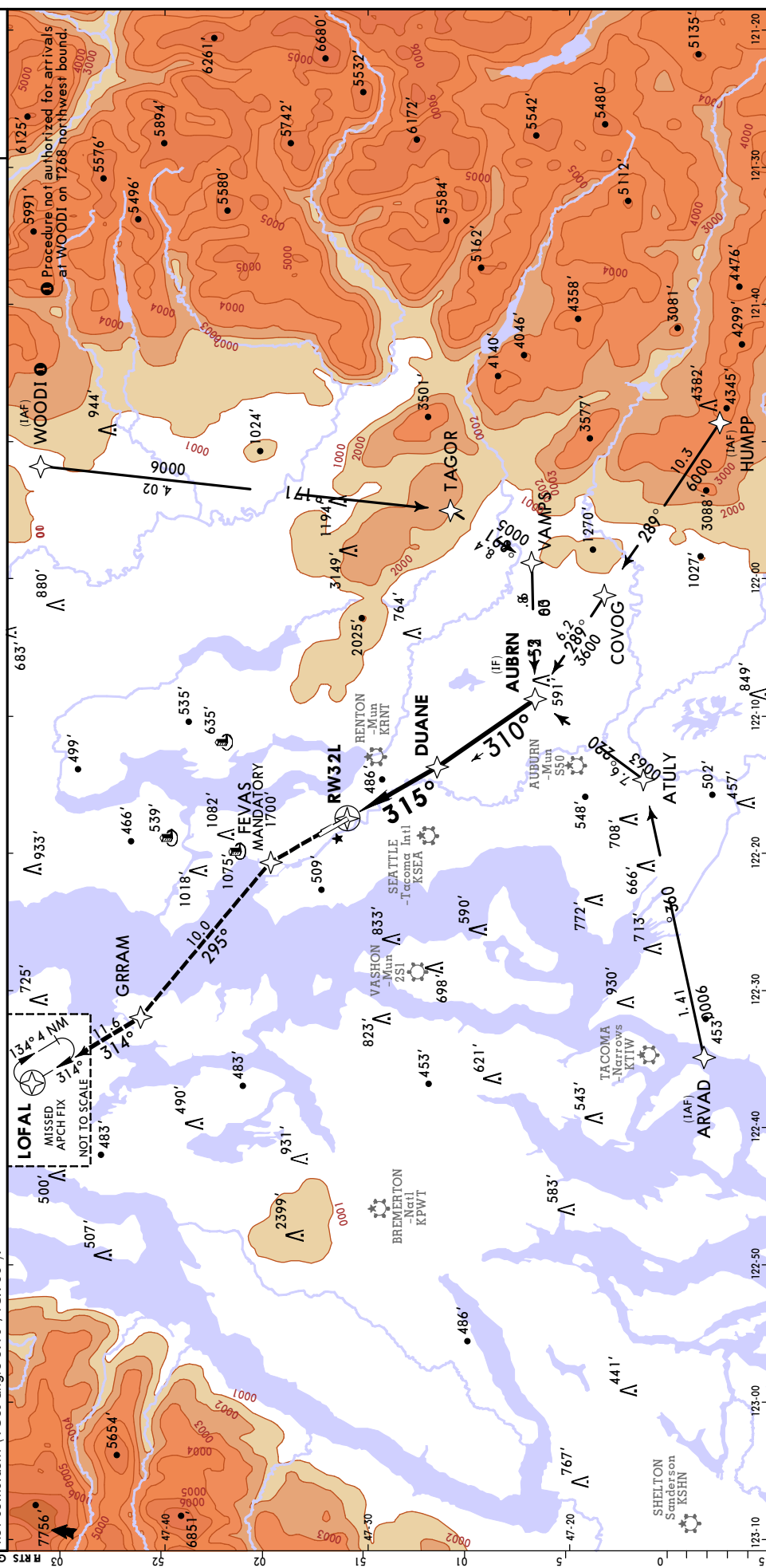
SEATTLE Approach (R)	125.9
Final Apch Crs	315°
RNP 0.10 DA(H)	567' (545')
RNP 0.15 DA(H)	681' (659')
RNP 0.30 DA(H)	836' (814')
TDZE 22'	

Trans alt: 18000'

MSA RW32L

MISSED APCH: Climb direct FEVAS, cross FEVAS at 1700', then climb to 3000' on the RNAV missed approach route to LOFAL and hold. A descent to 1700' may be required when executing an early missed approach.

RNP Apch - GPS Alt Set: INCHES
 1. Authorization required. 2. Radar required for missed approach. 3. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -6°C or above 54°C. 4. VGSi and RNAV glidepath not coincident (VGSi angle 3.10°/TCH 66').



SEATTLE APPROACH (R)		SEATTLE APPROACH (R)	
ATIS	127.75	BOEING Tower	120.6
Ground	121.9	Final Apch Crs	315°
RNP 0.10 DA(H)	567' (545')	RNP 0.10 DA(H)	567' (545')
RNP 0.15 DA(H)	681' (659')	RNP 0.15 DA(H)	681' (659')
RNP 0.30 DA(H)	836' (814')	RNP 0.30 DA(H)	836' (814')
TDZE 22'		TDZE 22'	

ATIS	127.75
BOEING Tower	120.6
Ground	121.9

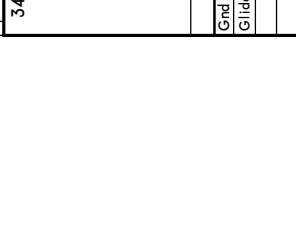
SEATTLE Approach (R)	125.9
Final Apch Crs	315°
RNP 0.10 DA(H)	567' (545')
RNP 0.15 DA(H)	681' (659')
RNP 0.30 DA(H)	836' (814')
TDZE 22'	

Trans alt: 18000'

MSA RW32L

MISSED APCH: Climb direct FEVAS, cross FEVAS at 1700', then climb to 3000' on the RNAV missed approach route to LOFAL and hold. A descent to 1700' may be required when executing an early missed approach.

RNP Apch - GPS Alt Set: INCHES
 1. Authorization required. 2. Radar required for missed approach. 3. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -6°C or above 54°C. 4. VGSi and RNAV glidepath not coincident (VGSi angle 3.10°/TCH 66').



KBFI/BFI

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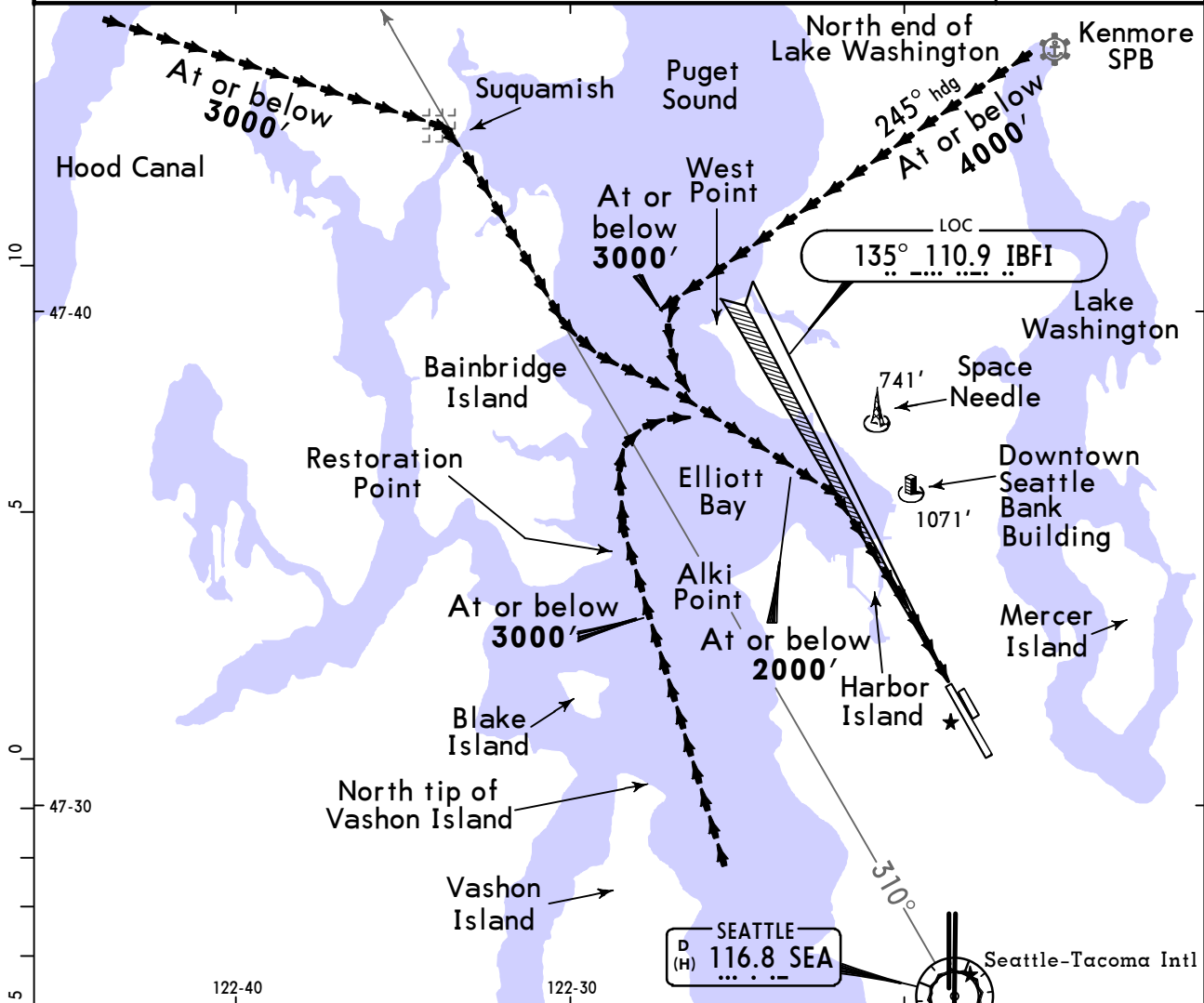
SEATTLE, WASH

BOEING FLD/KING CO INTL

23 DEC 22
Eff 29 Dec (19-1)

HARBOR VISUAL Rwy 14R

ATIS 127.75		SEATTLE Approach (R) 125.9		BOEING Tower 120.6		Ground 121.9	
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3100'-4	Apt Elev 22' TDZE 18'		
No Missed Approach procedure.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Vertical Guidance Navaid and Angle: Localizer IBFI (GS 3.00°).							MSA SEA VOR



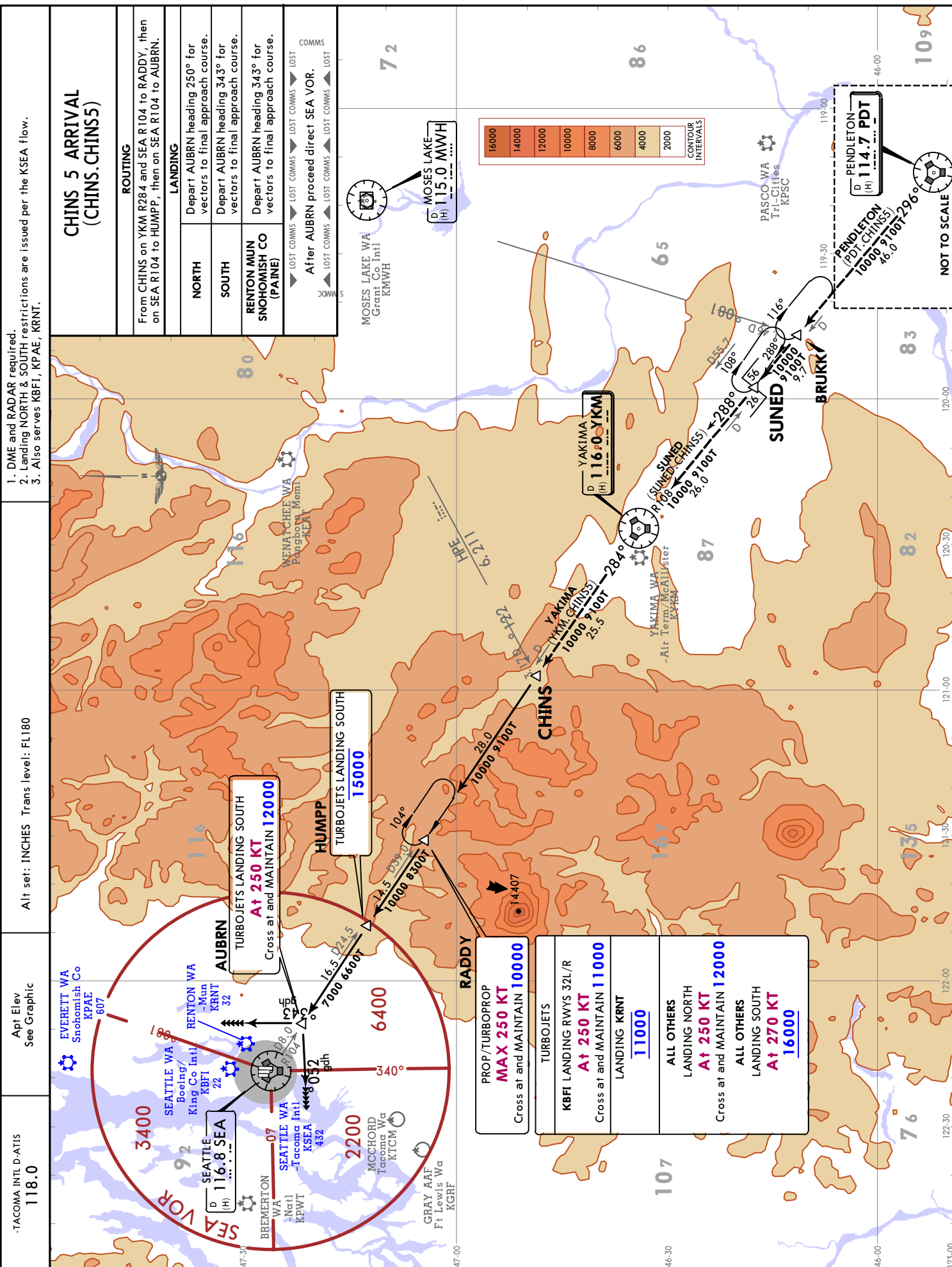
HARBOR VISUAL APPROACH RWY 14R

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 Int'l 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.

TERPS	MALSF PAPI

WEATHER MINIMUMS

Ceiling **3100'** vis **4**



1. DME and RADAR required.
2. Landing NORTH & SOUTH restrictions are issued per the KSEA flow.
3. Also serves KBFI, KPAE, KRNT.

ROUTING	
NORTH	Depart AUBRN heading 250° for vectors to final approach course.
SOUTH	Depart AUBRN heading 343° for vectors to final approach course.

LANDING	
RENTON MUN SNOHOMISH CO (PAINE)	Depart AUBRN heading 343° for vectors to final approach course.

COMMIS
 After AUBRN proceed direct SEA VOR.
 MNC
 LOST COMMIS
 LOST COMMIS
 LOST COMMIS
 LOST COMMIS

PROP/TURBOPROP	MAX 250 KT	Cross at and MAINTAIN 10000
TURBOJETS		
KBFI LANDING RWYS 32L/R	At 250 KT	Cross at and MAINTAIN 11000
LANDING KRNT		
ALL OTHERS		
LANDING NORTH	At 250 KT	Cross at and MAINTAIN 12000
ALL OTHERS		
LANDING SOUTH	At 270 KT	Cross at and MAINTAIN 16000

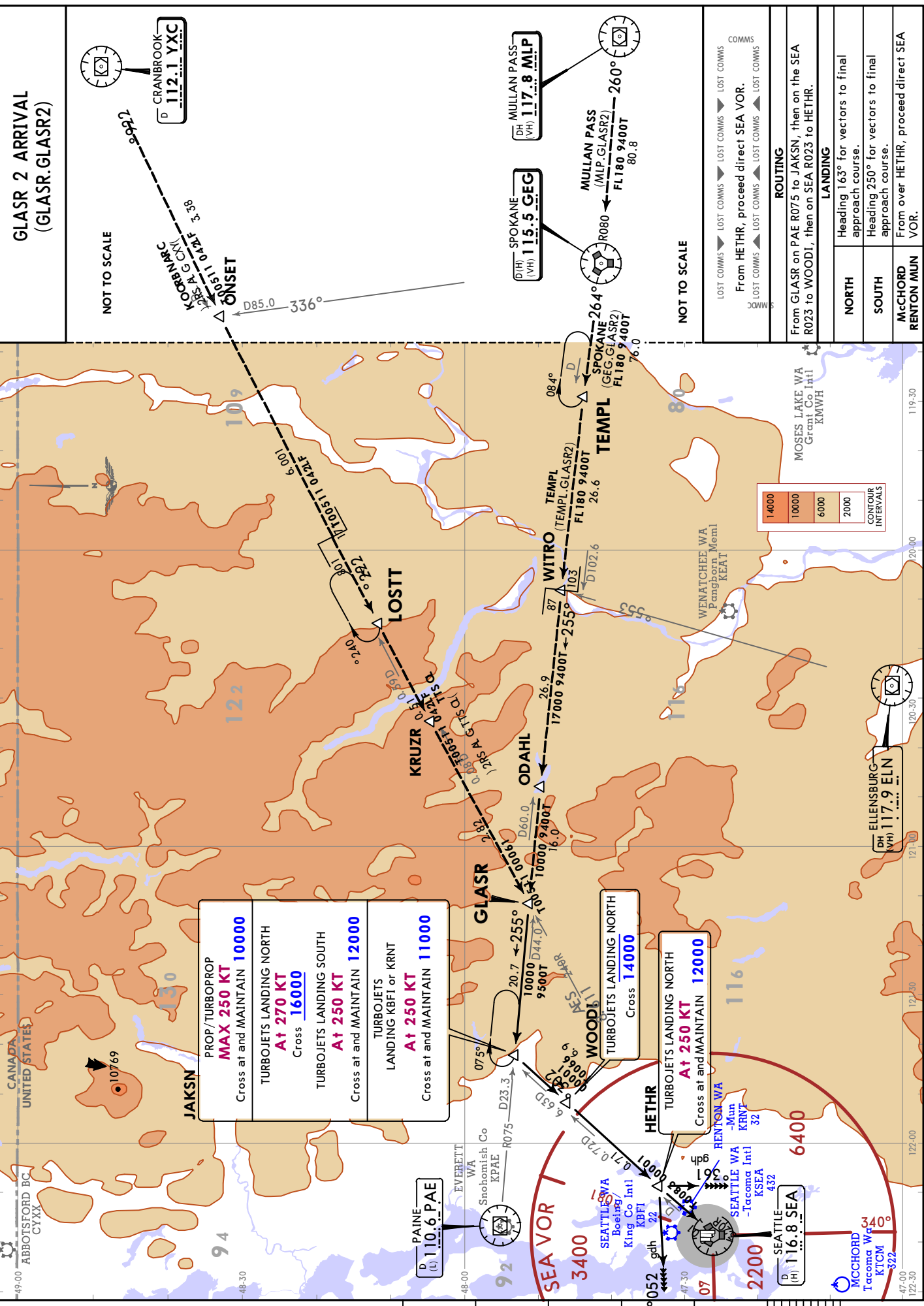
NOT TO SCALE

1. DME and RADAR required.
 2. Landing NORTH & SOUTH restrictions are issued per the KSEA flow.
 3. Also serves KBFI, KRNT.

Alt set: INCHES Trans level: FL180

Apt Elev See graphic

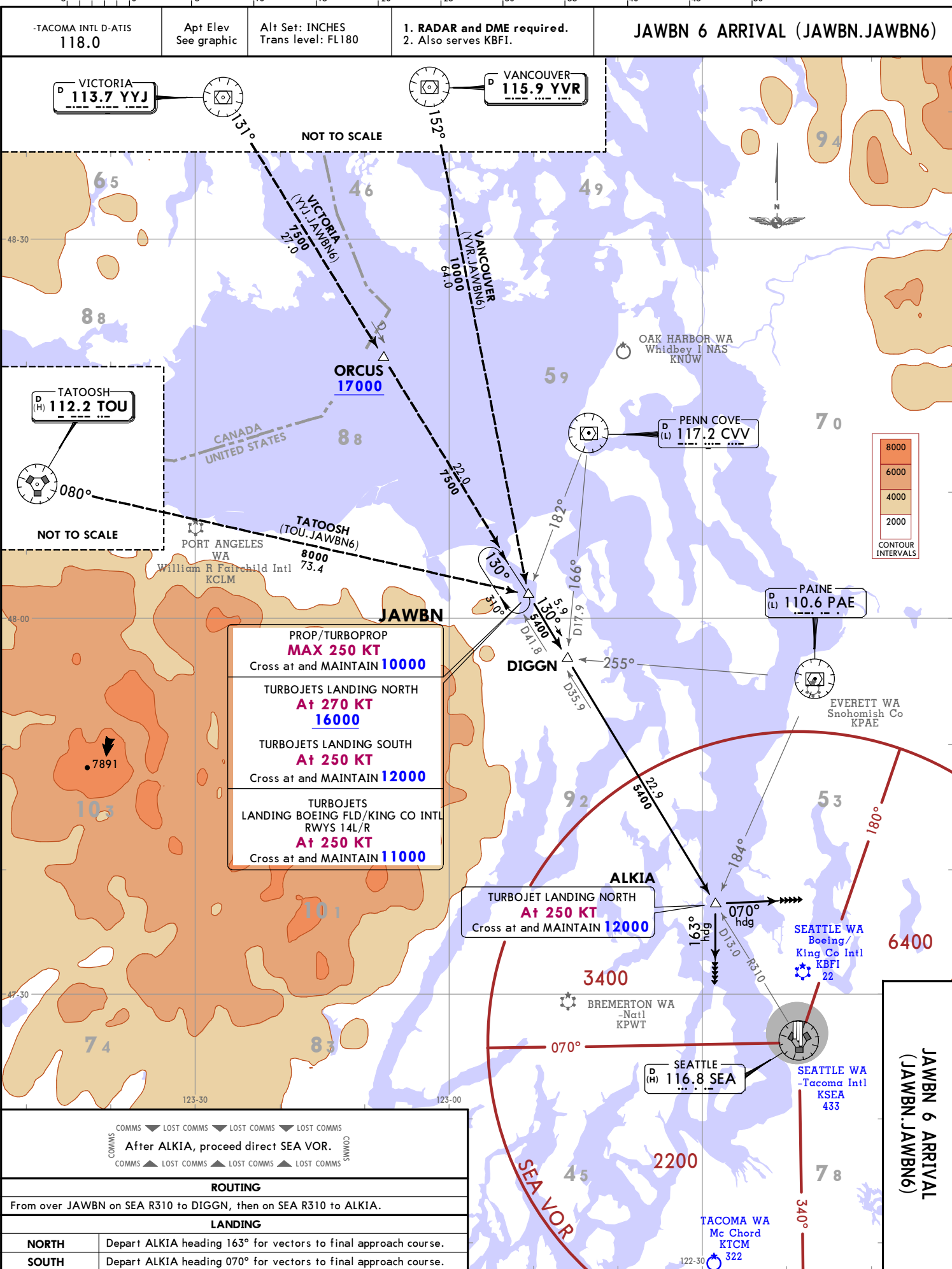
-TACOMA INTL D-ATIS
 118.0



PROP/TURBOPROP MAX 250 KT Cross at and MAINTAIN 10000
TURBOJET LANDING NORTH At 270 KT Cross 16000
TURBOJET LANDING SOUTH At 250 KT Cross at and MAINTAIN 12000
TURBOJET LANDING NORTH At 250 KT Cross at and MAINTAIN 11000

ROUTING	
From GLASR on PAE R075 to JAKSN, then on the SEA R023 to WOODJI, then on SEA R023 to HETHR.	
LANDING	
NORTH	Heading 163° for vectors to final approach course.
SOUTH	Heading 250° for vectors to final approach course.
McCHORD RENTON MUN	From over HETHR, proceed direct SEA VOR.

CHANGES: Procedure renumbered, Boeing FLD/King Co Intl RWYS.
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KSEA/SEA
 -TACOMA INTL
 JEPPESEN
 26 JAN 18 (20-2D) Eff 1 Feb
 SEATTLE, WASH
 STAR

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SEATTLE, WA (BOEING/KING CO INTL - KBFI)				
REV	CBAIN 1 RNAV DEP	10-3	04 Aug 2023	10 Aug 2023
REV	KENT 8 DEP	10-3A	04 Aug 2023	10 Aug 2023
REV	NEEDLE 1 DEP	10-3B	04 Aug 2023	10 Aug 2023
REV	NRVNA 1 RNAV DEP	10-3C	04 Aug 2023	10 Aug 2023
REV	AIRPORT, AIRPORT INFO	10-9	04 Aug 2023	10 Aug 2023
REV	AIRPORT INFO (CONTD), TAK...	10-9A	04 Aug 2023	10 Aug 2023
REV	RNAV (GPS) Y RWY 14R	12-1	04 Aug 2023	10 Aug 2023
ADD	RNAV (GPS) Y RWY 32L	12-2	04 Aug 2023	10 Aug 2023
REV	RNAV (RNP) Z RWY 14R	12-20	04 Aug 2023	10 Aug 2023
ADD	RNAV (RNP) Z RWY 32L	12-21	04 Aug 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBF1

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.