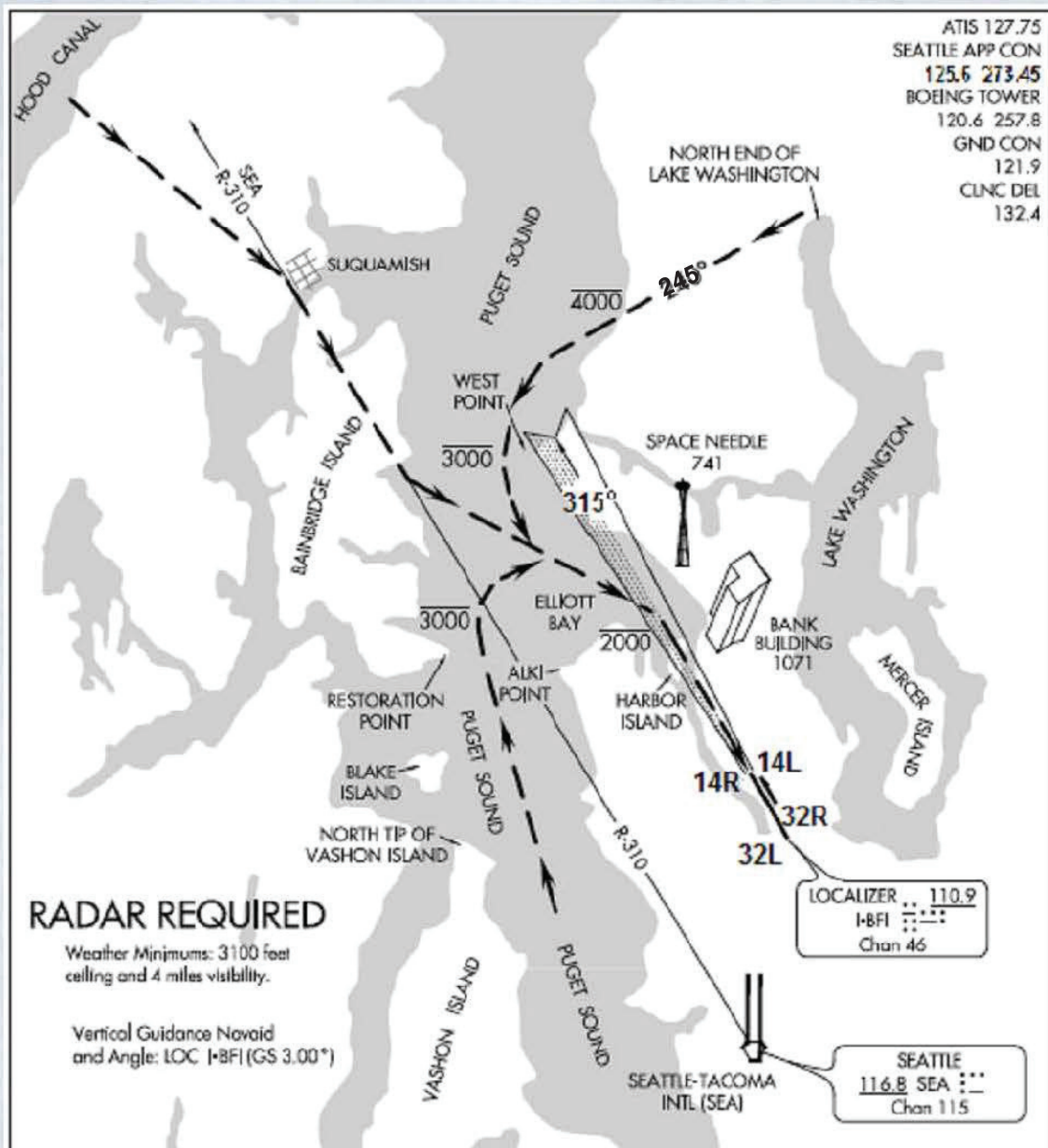
 <b>Chartered Visual Flight Procedures (CVFP)</b>		Bearings, courses, and radials are magnetic. Elevations and altitudes are in feet MSL. Altitudes are recommended unless otherwise indicated. Ceilings are in feet above airport elevations. Distances are in nautical miles except visibilities which are statute miles.	
<b>CVFP Name</b> <b>Harbor Visual Approach Runway 14R</b>		<b>Airport Name</b> <b>Boeing Field/King County Int'l Airport (BFI)</b>	<b>City and State</b> <b>Seattle, WA</b>
<b>VISUAL ARRIVAL ROUTE</b>			
<b>FROM (visual landmarks)</b>	<b>TO (visual landmarks)</b>	<b>COURSE (if desired)</b>	<b>ALTITUDE (if needed) Show if for Class B Airspace</b>
Abeam north tip of Vashon Island Over water east of Restoration Point	Over water east of Restoration Point The center of Elliott Bay	Over water of Puget Sound Over water of Puget Sound	At or below 3000
Hood Canal Suquamish Puget Sound east of Bainbridge Island	Suquamish Puget Sound just east of Bainbridge Island The center of Elliott Bay	SEA R-310 Over water of Puget Sound	At or below 3000
North End of Lake Washington West Point	Over water west of West Point The center of Elliott Bay	Heading <b>245°</b> Over water of Puget Sound	At or below 4000 At or below 3000
The center of Elliott Bay Harbor Island	Harbor Island Boeing Field/King County Int'l Airport	Middle of Elliott Bay	At or below 2000
<b>Weather minima: Ceiling 3100' Visibility 4 miles RADAR Required</b>  Expect radar vectors from the Northwest, over the Hood Canal on the SEA 310 Radial; 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 <b>14R</b> , 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 Int'l 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.		<b>Supplementary Navaid Information and Additional Landmarks</b> SEA 116.8/Chan. 115; I-BFI ILS LOC 110.9 <b>Chan. 46</b>  <b>Chart:</b> North End of Lake Washington      Space Needle West Point      Lake Washington Suquamish      Downtown Seattle Bank Building Hood Canal      Seattle-Tacoma Int'l (SEA) Bainbridge Island      Boeing Field/King Co. Int'l (BFI) Restoration Point      SEA 310° radial North tip of Vashon Island      BFI Localizer Vashon Island      SEA VORTAC Alki Point      Puget Sound Harbor Island	
<b>Vertical Guidance Navaid and Angle:</b> Localizer 110.9, I-BFI (GS 3.00°)			
<b>Description of route (will not be printed on chart)</b> Arrivals from the NORTHEAST expect vectors to the North End of Lake Washington, then proceed via <b>245°</b> heading until over the water of Puget Sound, then west of West Point through the middle of Elliott Bay... Arrivals from the SOUTHEAST and SOUTH expect vectors to Puget Sound abeam the north tip of Vashon Island, then proceed over the water of Puget Sound to the middle of Elliott Bay... Arrivals from the NORTHWEST expect vectors to Suquamish, then proceed visually via the SEA R310 over the water of Puget Sound just east of Bainbridge Island, then to the middle of Elliott Bay... ... THENCE over the center of Elliott Bay to Harbor Island to intercept the extended centerline of Runway <b>14R</b> .			
<b>Amdt. No. or Orig.</b> <b>4</b>	<b>Effective Date</b> <b>24 MAY 2018</b>	<b>Supersedes</b>	<b>Amdt. No.</b> <b>3</b>
		<b>Dated</b> <b>January 23, 2003</b>	



## Graphic Depiction:



## Communications to be charted:

ATIS 127.75  
SEATTLE APP CON 125.6 273.45  
BOEING TOWER 120.6 257.8  
GND CTL 121.9  
CLNC DEL 132.4

QUALITY  
18  
CHECKED

	NAME (Typed and Signed), TITLE and ORGANIZATION	DATE
Developed By	Jon Clark, Support Specialist, Seattle TRACON	September 19, 2017
Approved	Reg. ATD	
	FIFO	