

SEATTLE, WASHINGTON

AL-384 (FAA-O)

24025

WAAS CH 89057 W32A	APP CRS 315°	Rwy Idg 9120 TDZE 22 Apt Elev 22
--	------------------------	---

RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

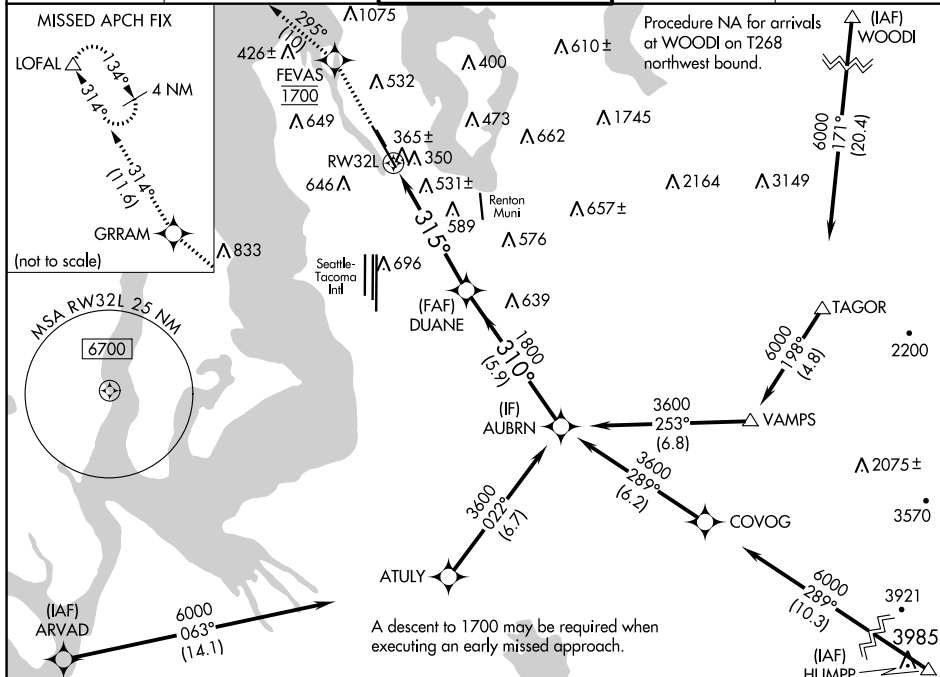
RNP APCH - GPS.

RADAR required for missed approach.

T 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 $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL 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
----------------	--------------------------------	-----------------------------	------------------	-------------------



ELEV 22 TDZE 22

FEVAS 1700 GRRAM 314° LOFAL 1800

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.10/TCH 66)

DUANE 1800

AUBRN 3600

GP 3.10°
TCH 49

RW32L

2.2 NM to RW32L

3.1 NM

5.9 NM

CATEGORY	A	B	C	D
LPV DA	478-1 $\frac{3}{8}$	456 (500-1 $\frac{3}{8}$)		
LNAV/ VNAV DA	884-2 $\frac{1}{2}$	862 (900-2 $\frac{1}{2}$)		
LNAV MDA	800-1 778 (800-1)	800-1 $\frac{1}{4}$ 778 (800-1 $\frac{1}{4}$)	800-2 $\frac{1}{2}$ 778 (800-2 $\frac{1}{2}$)	
CIRCLING	800-1 778 (800-1)	900-1 $\frac{1}{4}$ 878 (900-1 $\frac{1}{4}$)	960-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	960-3 938 (1000-3)

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

315°

SEATTLE, WASHINGTON

Orig 10AUG23

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

RNAV (GPS) Y RWY 32L

NW-1, 21 MAR 2024 to 18 APR 2024

NW-1, 21 MAR 2024 to 18 APR 2024