

SEATTLE, WASHINGTON

AL-384 (FAA-O)

25051

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>89057</b><br><b>W32A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>9120</b><br>TDZE <b>22</b><br>Apt Elev <b>22</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

## 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  
**A** or above 54°C. 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<br>127.75 | SEATTLE APP CON<br>125.9 306.9 | BOEING TOWER<br>120.6 257.8 | GND CON<br>121.9 | CLNC DEL<br>132.4 |
|----------------|--------------------------------|-----------------------------|------------------|-------------------|

MISSED APCH FIX

LOFAL

3/4°

3/4°

3/4°

4 NM

GRRAM

(11.6)

(not to scale)

Procedure NA for arrivals  
at WOODI on T268  
northwest bound.






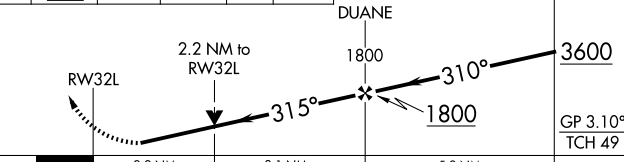
MSA RW32L 25 NM

6700

A descent to 1700 may be required when executing an early missed approach.

|         |          |         |
|---------|----------|---------|
| ELEV 22 | <b>D</b> | TDZE 22 |
|---------|----------|---------|

MIRL Rwy 14L-32R  
HRL Rwy 14R-32L  
REIL Rws 14L, 32L and 32R

|                                                                                     |                                                |                                                                                                      |                                                                                                        |                                                                                              |                                                |                                                                                              |                                                                     |  |       |
|-------------------------------------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--|-------|
|  |                                                | FEVAS<br><br>1700 | 3000<br><br>fr 295° | GRRAM<br> | tr 314°                                        | LOFAL<br> | VGS1 and RNAV glidepath not coincident<br>(VGS1 Angle 3.10/TCH 66). |  | AUBRN |
|  |                                                |                                                                                                      |                                                                                                        |                                                                                              |                                                |                                                                                              |                                                                     |  |       |
| CATEGORY                                                                            | A                                              |                                                                                                      | B                                                                                                      |                                                                                              | C                                              |                                                                                              | D                                                                   |  |       |
| LPV DA                                                                              | 478-1 $\frac{3}{8}$ 456 (500-1 $\frac{3}{8}$ ) |                                                                                                      |                                                                                                        |                                                                                              |                                                |                                                                                              |                                                                     |  |       |
| RNAV/<br>VNAV DA                                                                    | 884-2 $\frac{1}{2}$ 862 (900-2 $\frac{1}{2}$ ) |                                                                                                      |                                                                                                        |                                                                                              |                                                |                                                                                              |                                                                     |  |       |
| RNAV MDA                                                                            | 800-1<br>778 (800-1)                           |                                                                                                      | 800-1 $\frac{1}{4}$<br>778 (800-1 $\frac{1}{4}$ )                                                      |                                                                                              | 800-2 $\frac{1}{2}$ 778 (800-2 $\frac{1}{2}$ ) |                                                                                              |                                                                     |  |       |

SEATTLE, WASHINGTON

Orig-A 20FEB25

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

RNAV (GPS) Y RWY 32L

NW-1, 10 JUL 2025 to 07 AUG 2025

NW-1, 10 JUL 2025 to 07 AUG 2025