

SEATTLE, WASHINGTON

AL-384 (FAA)

25051

LOC/DME I-CHJ	APP CRS	Rwy Idg
110.9	315°	9120
Chan 46		TDZE 22
		Apt Elev 22

ILS or LOC RWY 32L

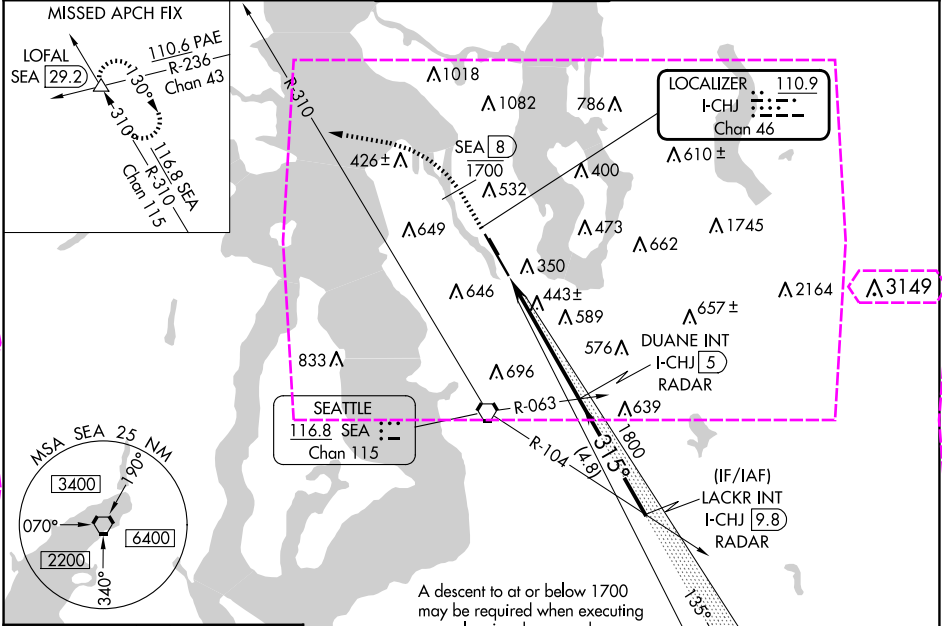
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

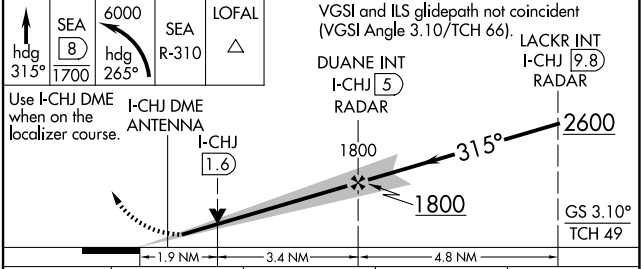
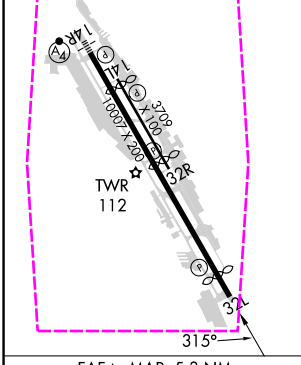
V Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	125.9 306.9	120.6 257.8	121.9	132.4



ELEV 22	D	TDZE 22
MIRL Rwy 14L-32R		
HIRL Rwy 14R-32L		
RFIL Rwy 14L, 32L and 32R		



CATEGORY	A	B	C	D
S-ILS 32L	453-1 $\frac{1}{4}$ 431 (500-1 $\frac{1}{4}$)			
S-LOC 32L	700-1 678 (700-1)		700-1 $\frac{7}{8}$ 678 (700-1 $\frac{7}{8}$)	
CIRCLING	760-1 738 (800-1)	880-1 $\frac{1}{4}$ 858 (900-1 $\frac{1}{4}$)	960-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	960-3 938 (1000-3)

SEATTLE, WASHINGTON
Amdt 2 29DEC22

47°32'N-122°18'W

ILS or LOC RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 10 JUL 2025 to 07 AUG 2025

NW-1, 10 JUL 2025 to 07 AUG 2025

SEATTLE, WASHINGTON

AL-384 (FAA)

25219

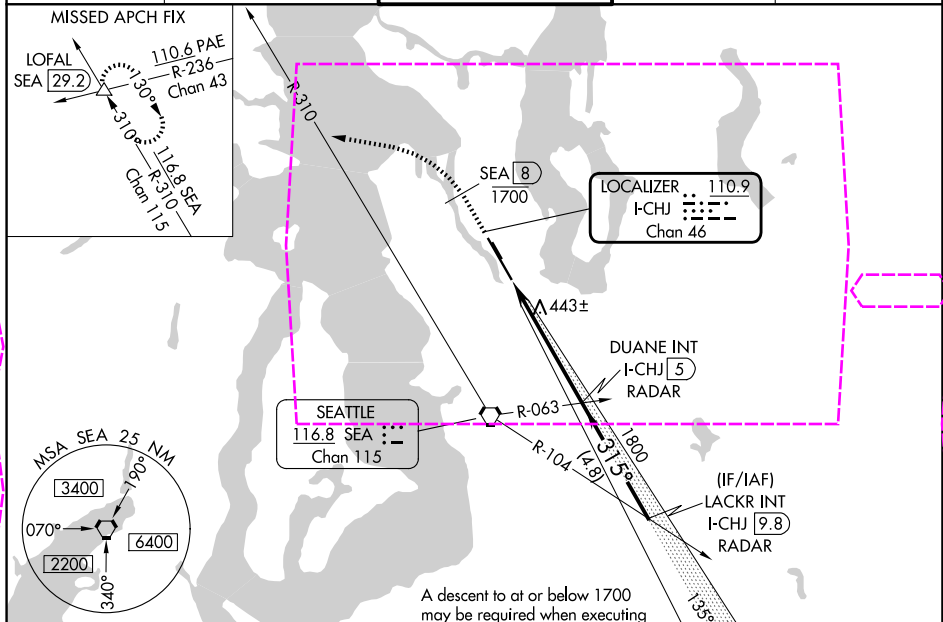
LOC/DME I-CHJ	APP CRS	Rwy Ldg	9120
110.9	315°	TDZE	22
Chan 46		Apt Elev	22

ILS or LOC RWY 32L

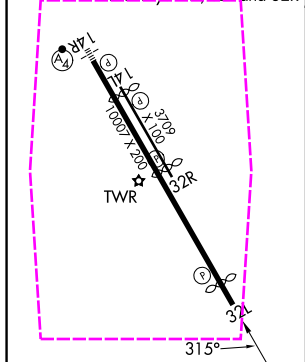
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.	MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.
⚠ Circling NA for Cats C and D northeast of Rwy 14L-32R.	
⚠ Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA.	

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D TDZE 22
MIRL Rwy 14L-32R	
HIRL Rwy 14R-32L	
RFIL Rwy 14L, 32L and 32R	



Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

<div><div><div>↑</div><div>hdg 315°</div></div><div><div>SEA</div><div>8</div><div>1700</div></div></div> <div><div><div>hdg 265°</div><div>SEA R-310</div></div><div><div>LOFAL</div><div>△</div></div></div> <div><div>6000</div><div>VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 66).</div><div>LACKR INT I-CHJ 9.8 RADAR</div></div>
<div>Use I-CHJ DME when on the localizer course.</div> <div><div>I-CHJ DME ANTENNA</div><div>I-CHJ 1.6</div></div> <div><div>DUANE INT I-CHJ 5 RADAR</div><div>1800</div></div> <div><div>2600</div><div>GS 3.10° TCH 49</div></div>
<div><div>1.9 NM</div><div>3.4 NM</div><div>4.8 NM</div></div>
<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>
<div>S-ILS 32L</div> <div>453-1¼ 431 (500-1¼)</div>
<div>S-LOC 32L</div> <div>700-1 678 (700-1)</div> <div>700-1⅞ 678 (700-1⅞)</div>
<div>CIRCLING</div> <div>760-1 738 (800-1)</div> <div>880-1¼ 858 (900-1¼)</div> <div>960-2¾ 938 (1000-2¾)</div> <div>960-3 938 (1000-3)</div>

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47°32'N-122°18'W

ILS or LOC RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 07 AUG 2025 to 04 SEP 2025