

25051

WAAS CH 89057 W32A	APP CRS 315°	Rwy Idg 9120 TDZE 22 Apt Elev 22
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RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

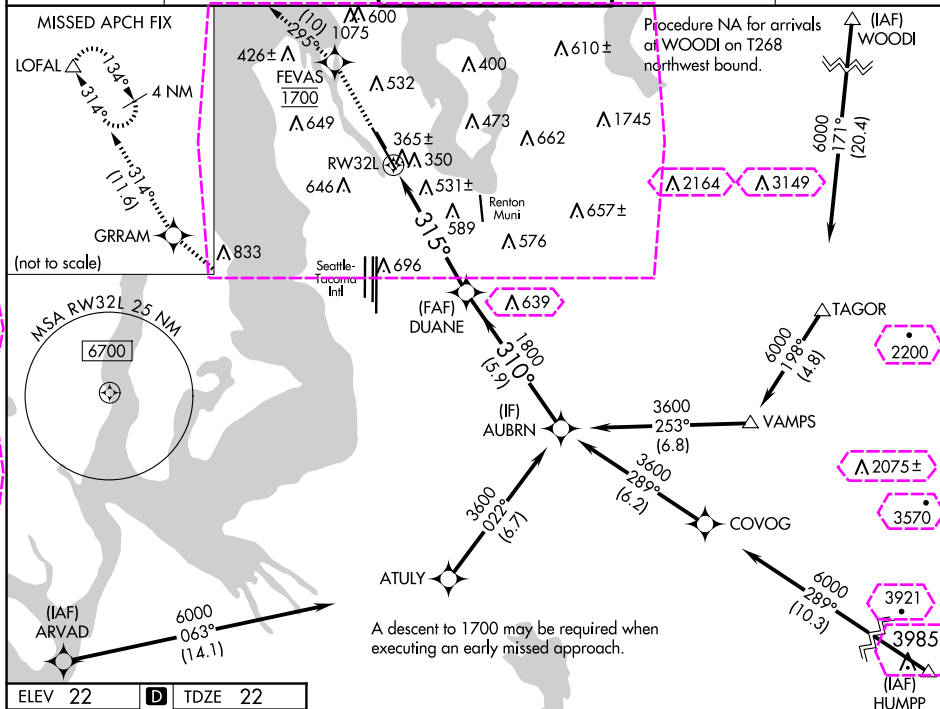
RNP APCH - GPS.

RADAR required for missed approach.

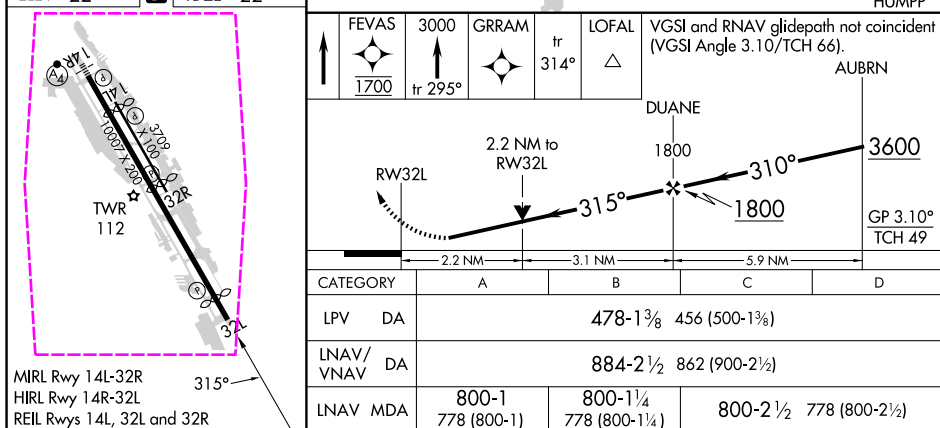
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C
A or above 54°C. Rwy 32L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

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

ATIS 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
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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

SEATTLE, WASHINGTON

AL-384 (FAA-O)

25219

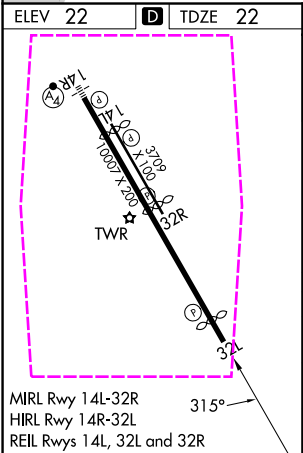
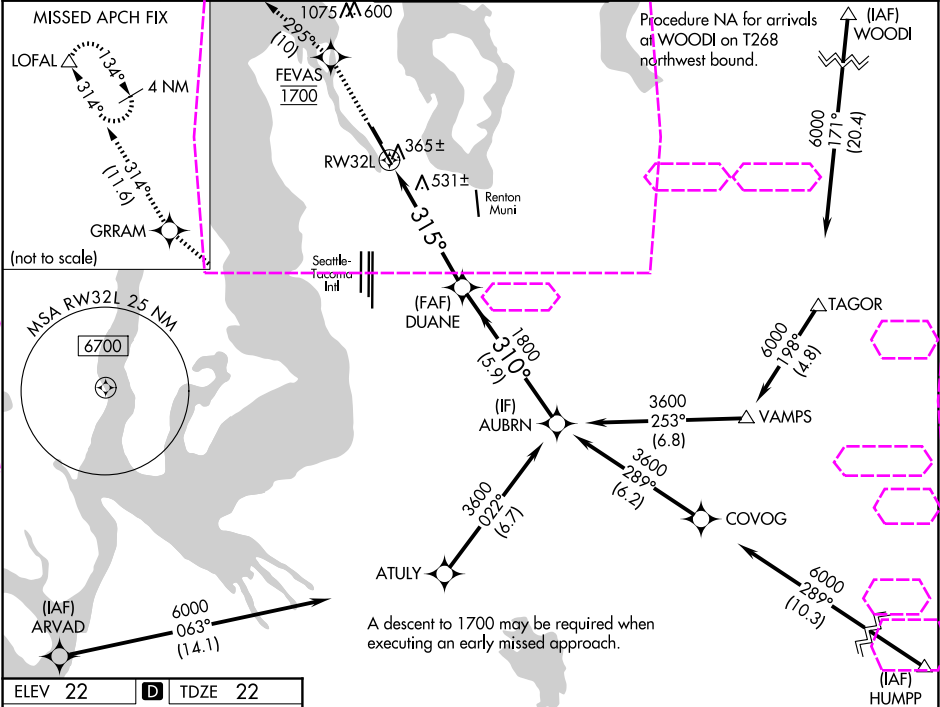
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RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.	MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.
RADAR required for missed approach.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. 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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FEVAS 1700	3000 tr 295°	GRRAM	tr 314°	LOFAL	VGSi and RNAV glidepath not coincident (VGSi Angle 3.10/TCH 66).
AUBRN					
DUANE 1800					
RW32L 2.2 NM to RW32L					
315° 310° 3600 1800					
GP 3.10° TCH 49					
2.2 NM 3.1 NM 5.9 NM					
CATEGORY	A	B	C	D	
LPV DA	478-1 ¾ 456 (500-1 ¾)				
LNAV/VNAV DA	884-2 ½ 862 (900-2 ½)				
LNAV MDA	800-1 778 (800-1)	800-1 ¼ 778 (800-1 ¼)	800-2 ½	778 (800-2 ½)	

SEATTLE, WASHINGTON
Orig-A 20FEB25

47°32'N-122°18'W

RNAV (GPS) Y RWY 32L

NW-1, 07 AUG 2025 to 04 SEP 2025

NW-1, 07 AUG 2025 to 04 SEP 2025