

SEATTLE, WASHINGTON

AL-384 (FAA-O)

24025

APP CRS	Rwy Idg	9120
315°	TDZE	22
	Apt Elev	22

Rwy Idg	9120
TDZE	22
Apt Elev	22

RNAV (RNP) Z RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

RNP AR APCH - GPS.

RADAR required for missed approach.



For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

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

MISSED APCH FIX

LOFAL 134° 4 nm

GRRAM 314° (11.6)

(not to scale)

Procedure NA for arrivals
at WOOD1 on T268
northwest bound.



(IAF)
ARVAD

6000
063°
(14.1)

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

2200
075 ±
3570

HUMPP 

ELEV 22	D	TDZE 22
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	FEVAS  1700	3000 	tr 295° 	GRRAM 	tr 314° 	LOFAL 
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66).	DUANE
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Figure 1 is a schematic diagram of the RW32L surface profile. The profile is shown as a series of steps. The first step has a 315° angle and a width of 5.3 NM. The second step has a 310° angle and a width of 5.9 NM. The total height of the profile is 1800. The profile is labeled RW32L. The dimensions 5.3 NM and 5.9 NM are indicated below the profile. The height 1800 is indicated on the right side. The total height 3600 is indicated on the right side. The labels GP 3.10 and TCH 45 are also present on the right side.

CATEGORY	A	B	C	D
RNP 0.10 DA		567-1 $\frac{5}{8}$	545 (600-1 $\frac{1}{8}$)	
RNP 0.15 DA		681-1 $\frac{7}{8}$	659 (700-1 $\frac{1}{8}$)	
RNP 0.30 DA		836-2 $\frac{1}{2}$	814 (900-2 $\frac{1}{2}$)	

AUTHORIZATION REQUIRED

SEATTLE, WASHINGTON

Orig 10AUG23

BOFING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

RNAV (RNP) Z RWY 32L

NW-1, 21 MAR 2024 to 18 APR 2024