

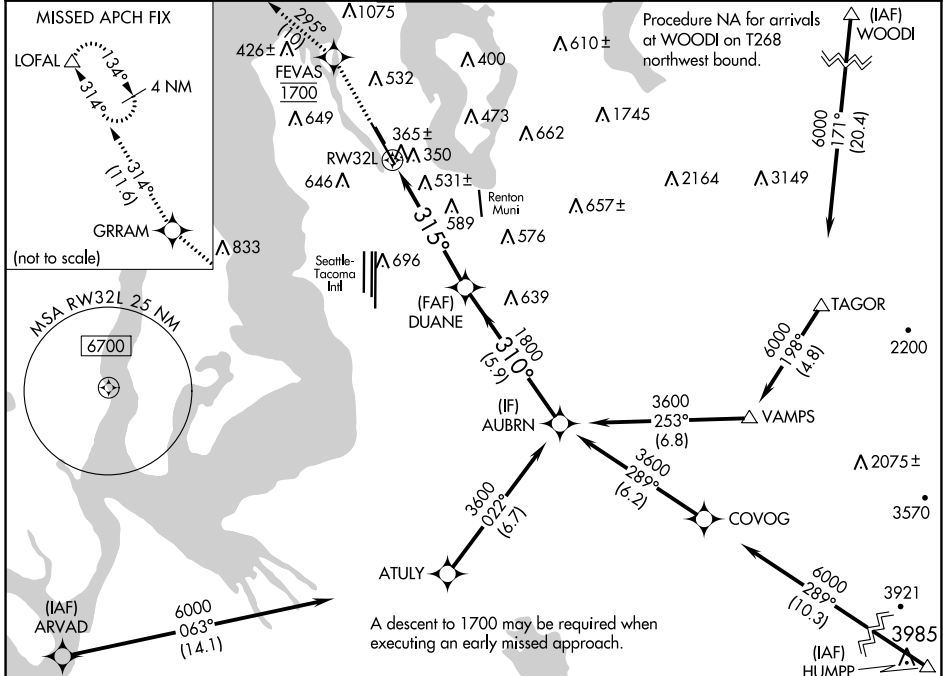
WAAS CH <b>89057</b> <b>W32A</b>	APP CRS <b>315°</b>	Rwy Idg TDZE <b>22</b> Apt Elev <b>22</b>
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# RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

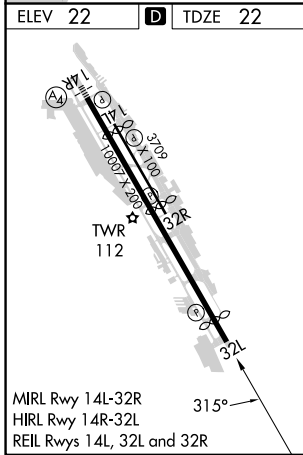
RNP APCH - GPS.		MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.
RADAR required for missed approach.		
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA.</p>		

ATIS <b>127.75</b>	SEATTLE APP CON <b>125.9 306.9</b>	BOEING TOWER <b>120.6 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>132.4</b>
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NW-1, 31 OCT 2024 to 28 NOV 2024

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↑ FEVAS 1700	tr 295°	GRRAM	tr 314°	LOFAL	AUBRN
VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66).					
CATEGORY	A	B	C	D	
LPV DA	478-1 3/8 456 (500-1 1/2)				
LNAV/VNAV DA	884-2 1/2 862 (900-2 1/2)				
LNAV MDA	800-1 778 (800-1)	800-1 1/4 778 (800-1 1/4)	800-2 1/2 778 (800-2 1/2)	778 (800-2 1/2)	
CIRCLING	800-1 778 (800-1)	900-1 1/4 878 (900-1 1/4)	960-2 3/4 938 (1000-2 3/4)	960-3 938 (1000-3)	