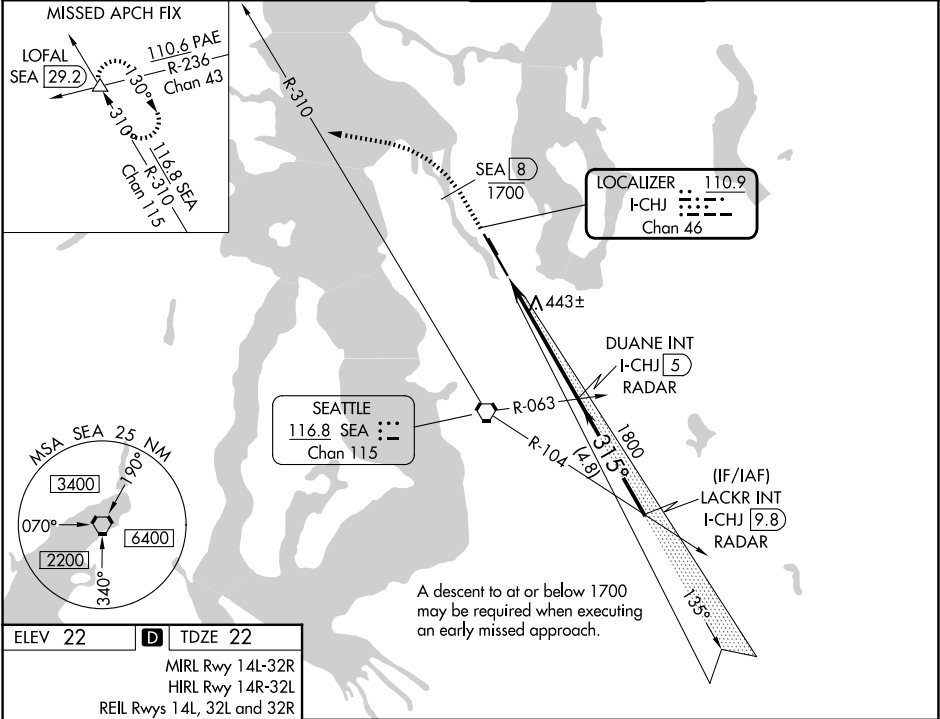


|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-CHJ | APP CRS | Rwy Ldg  | 9120 |
| 110.9         | 315°    | TDZE     | 22   |
| Chan 46       |         | Apt Elev | 22   |

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.<br>⚠ Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA. |                                                                                                                                                                                                                  |

|                |                                |                             |                  |
|----------------|--------------------------------|-----------------------------|------------------|
| ATIS<br>127.75 | SEATTLE APP CON<br>125.9 306.9 | BOEING TOWER<br>120.6 257.8 | GND CON<br>121.9 |
|----------------|--------------------------------|-----------------------------|------------------|



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