

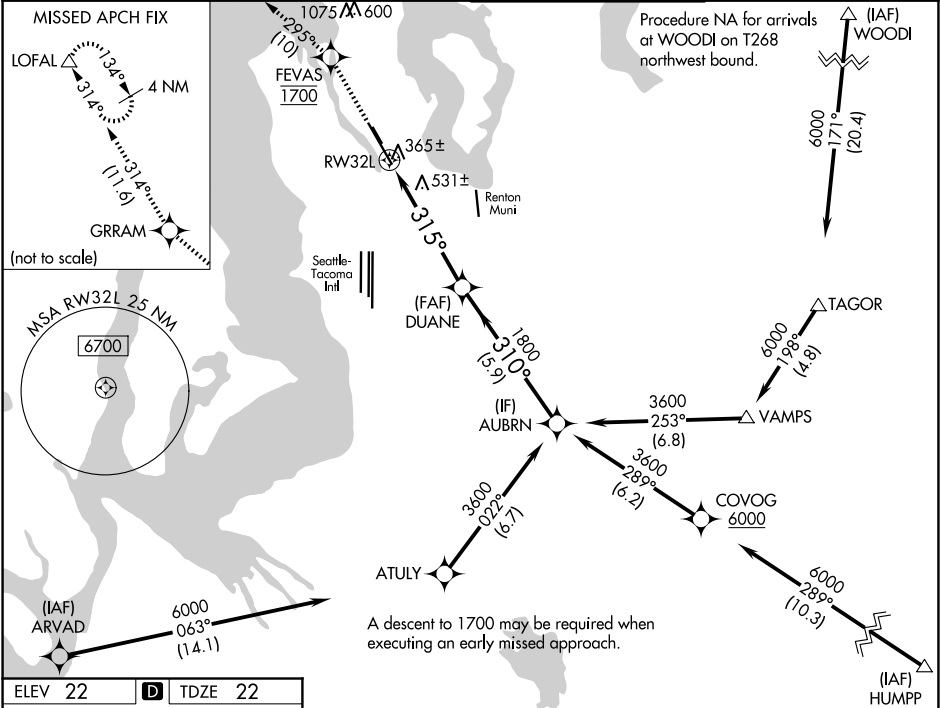
|                                        |                        |                                                 |
|----------------------------------------|------------------------|-------------------------------------------------|
| WAAS<br>CH <b>89057</b><br><b>W32A</b> | APP CRS<br><b>315°</b> | Rwy Ldg<br>TDZE <b>22</b><br>Apt Elev <b>22</b> |
|----------------------------------------|------------------------|-------------------------------------------------|

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



|                                                                                                                                                                                                                                                                                                                                  |                                                                  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|--|--|--|
| <div>FEVAS 3000 GRRAM tr 314° LOFAL</div> <div>1700 tr 295°</div> <div>2.2 NM to RW32L</div> <div>2.2 NM 3.1 NM 5.9 NM</div> <div>CATEGORY A B C D</div> <div>LPV DA 478-1 ¾ 456 (500-1 ¾)</div> <div>LNAV/VNAV DA 884-2 ½ 862 (900-2 ½)</div> <div>LNAV MDA 800-1 778 (800-1) 800-1 ¼ 778 (800-1 ¼) 800-2 ½ 778 (800-2 ½)</div> | VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66). |  |  |  |
|                                                                                                                                                                                                                                                                                                                                  | AUBRN                                                            |  |  |  |
|                                                                                                                                                                                                                                                                                                                                  | DUANE 1800 310° 3600 1800                                        |  |  |  |
|                                                                                                                                                                                                                                                                                                                                  | GP 3.10° TCH 49                                                  |  |  |  |