

|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>89057</b><br><b>W32A</b> | APP CRS<br><b>315°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>9120</b><br><b>22</b><br><b>22</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

# RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

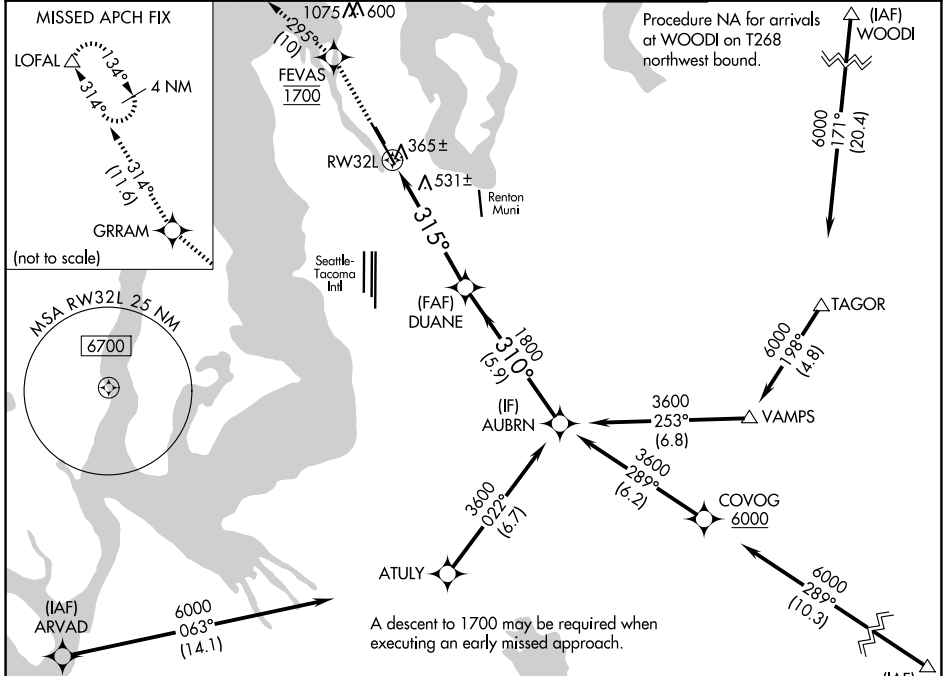
RNP APCH - GPS.

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 ¼ 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.

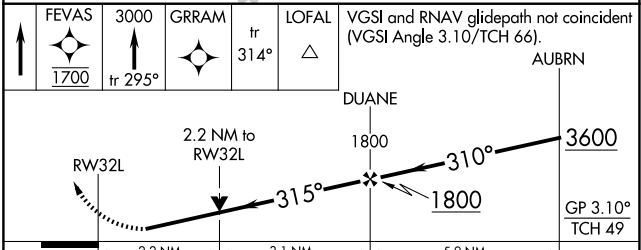
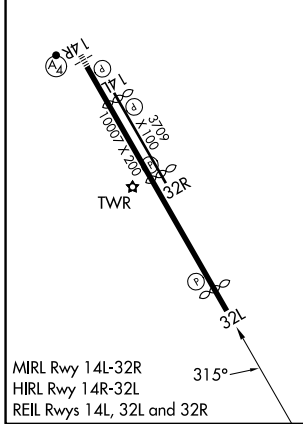
|                       |                                       |                                    |                         |
|-----------------------|---------------------------------------|------------------------------------|-------------------------|
| ATIS<br><b>127.75</b> | SEATTLE APP CON<br>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



NW-1, 11 JUN 2026 to 09 JUL 2026

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|         |          |         |
|---------|----------|---------|
| ELEV 22 | <b>D</b> | TDZE 22 |
|---------|----------|---------|



| CATEGORY     | A                    | B                            | C               | D               |
|--------------|----------------------|------------------------------|-----------------|-----------------|
| LPV DA       |                      | 478-1 3/8                    | 456 (500-1 1/8) |                 |
| LNAV/VNAV DA |                      | 884-2 1/2                    | 862 (900-2 1/2) |                 |
| LNAV MDA     | 800-1<br>778 (800-1) | 800-1 1/4<br>778 (800-1 1/4) | 800-2 1/2       | 778 (800-2 1/2) |