

ILS or LOC RWY 32L
BOEING FLD/KING COUNTY INTL (BFI)

MISSED APPROACH: Climb to 700 then climbing left turn to 6000 on heading 290° and SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

MISSED APCH FIX

LOFAL SEA [29.2] R-351 Chan 81
 113.4 OLM R-310 Chan 115
 110.6 PAE R-236 Chan 43
 116.8 SEA R-310 Chan 115

LOCIZER 110.9
 I-CHJ [4.8]
 Chan 46

SEATTLE
 116.8 SEA [4.8]
 Chan 115

MSA SEA 25 NM
 3400 [190°]
 6400 [070°]
 2200 [340°]

ELEV 22 **D TDZE 21**

MIRL Rwy 14L-32R
 HIRL Rwy 14R-32L
 REIL Rwys 14L, 32L

RADAR REQUIRED

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<div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px;">700</div> <div style="text-align: center;">↑</div> </div> <div style="text-align: center; margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px;">6000</div> <div style="text-align: center;">hdg 290°</div> </div> <div style="text-align: center; margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px;">SEA</div> <div style="text-align: center;">R-310</div> </div> <div style="text-align: center; margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px;">LOFAL</div> <div style="text-align: center;">△</div> </div> </div> <p>Use I-CHJ DME when on LOC course.</p> <p>*LOC only</p>	<p style="text-align: center;">VGS1 and ILS glidepath not coincident (VGS1 Angle 3.10°/TCH 66).</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">DUANE INT</div> <div style="border: 1px solid black; padding: 2px;">I-CHJ 4.8</div> <div style="text-align: center;">RADAR</div> </div> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">LACKR INT</div> <div style="border: 1px solid black; padding: 2px;">I-CHJ 9.8</div> <div style="text-align: center;">RADAR</div> </div> </div>			
CATEGORY	A	B	C	D
S-ILS 32L	428-1½ 407 (500-1½)			
S-LOC 32L	700-1 679 (700-1)		700-2 679 (700-2)	700-2¼ 679 (700-2¼)
C CIRCLING	780-1 758 (800-1)	880-1¼ 858 (900-¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

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