


LOC/DME I-BLI <b>108.5</b> Chan 22	APP CRS <b>160°</b>	Rwy Idg <b>6701</b> THRE <b>163</b> Apt Elev <b>170</b>
--	------------------------	--

# ILS or LOC RWY 16

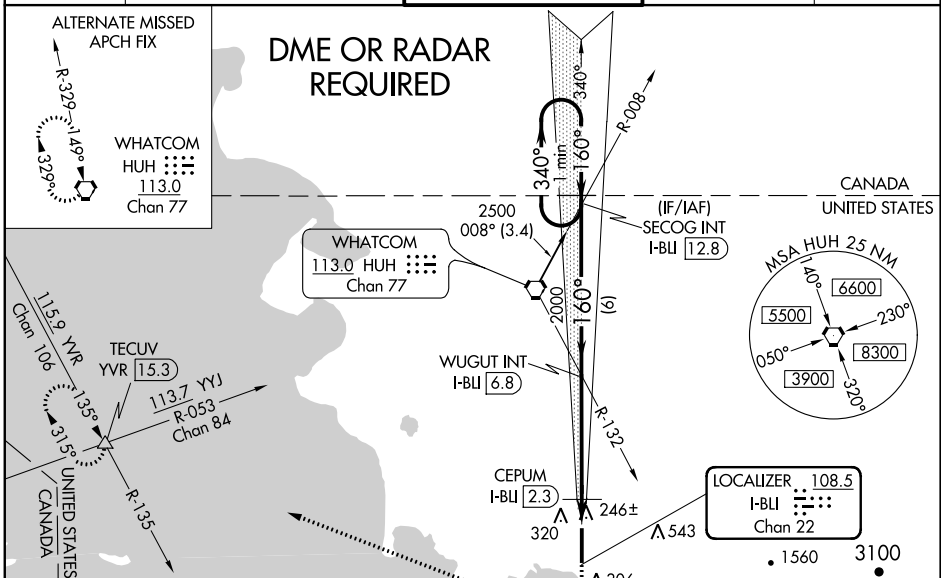
BELLINGHAM INTL (BLI)

▼ When local altimeter setting not received, use Friday Harbor altimeter setting: increase DA to 430 feet; increase all MDA 80 feet and increase S-LOC 16 Cats C, D visibility to RVR 5000; increase CEPUM fix minimums S-LOC 16 Cats C, D visibility to RVR 4000. For inoperative MALSR, increase S-LOC 16 Cats C, D visibility to RVR 6000 and increase CEPUM fix minimums Cats C, D visibility to RVR 5000.  
 \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR  


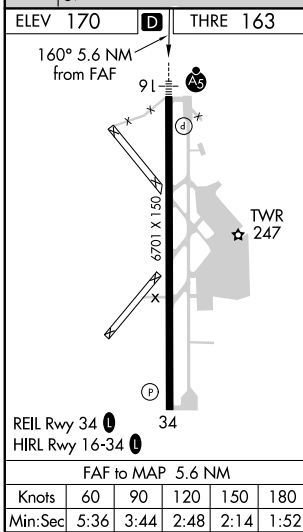
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 271° and on YVR VORTAC R-135 to TECUV INT/YVR 15.3 DME and hold.

ATIS <b>134.45</b>	VICTORIA TERMINAL APP CON <b>132.7 290.8</b>	BELLINGHAM TOWER ★ <b>124.9 (CTAF) 379.3</b>	GND CON <b>127.4 379.3</b>	UNICOM <b>122.95</b>
-----------------------	---	---	-------------------------------	-------------------------



NW-1, 07 FEB 2013 to 07 MAR 2013

NW-1, 07 FEB 2013 to 07 MAR 2013



One Minute Holding Pattern	SECQG INT I-BLI 12.8	WUGUT INT I-BLI 6.8	700	2000	YVR R-135	TECUV △
2000 ← 340°	160° →	2000	* LOC only			
GS 3.00° TCH 51	6 NM	4.5 NM	1.1 NM	CEPUM I-BLI 2.3 I-BLI 1.2		
CATEGORY	A	B	C	D		
S-ILS 16**	363/24 200 (200-½)					
S-LOC 16	560/24	397 (400-½)	560/35	397 (400-¾)		
CIRCLING	620-1	450 (500-1)	620-1½	720-2	550 (600-2)	
CEPUM FIX MINIMUMS (DME REQUIRED)						
S-LOC 16	500/24	337 (400-½)	500/26	337 (400-¾)		
CIRCLING	620-1	450 (500-1)	620-1½	720-2	550 (600-2)	