

LOC/DME I-BLI
108.5
Chan **22**

APP CRS
164°

Rwy Ldg
TDZE **163**
Apt Elev **171**

ILS or LOC RWY 16

BELLINGHAM INTL (BLI)

DME or RADAR required.

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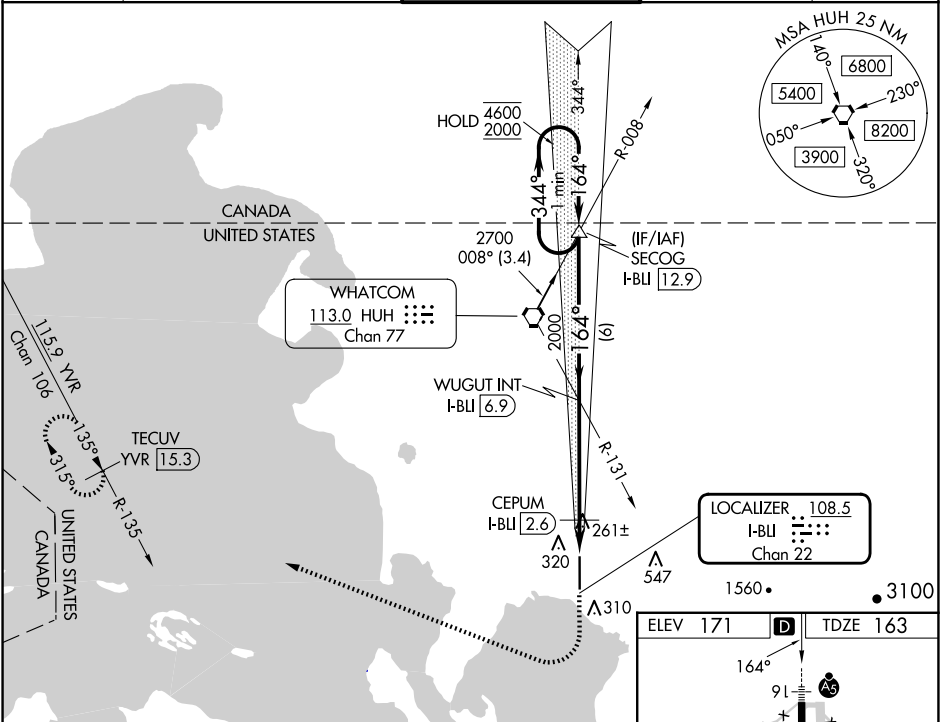
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Autopilot coupled approach NA below 500. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using FHR altimeter setting).

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 275° and on YVR VOR/DME R-135 to TECUV/YVR 15.3 DME and hold.

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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SECOG I-BLI 12.9

WUGUT INT I-BLI 6.9

YVR R-135

TECUV YVR 15.3

CEPUM I-BLI 2.6

I-BLI 1.3

One Minute Holding Pattern

4600 ← 344° → 164° → 2000

GS 3.00° TCH 51

640

6 NM

4.3 NM

1.3 NM

700

3000

hdg 275°

REIL Rwy 34

HIRL Rwy 16-34

FAF to MAP 5.6 NM

Knots

Min:Sec

60

90

120

150

180

5:36

3:44

2:48

2:14

1:52

CATEGORY	A	B	C	D
S-ILS 16*	363/24 200 (200-½)			
S-LOC 16	520/24 357 (400-½)		520/40 357 (400-¾)	
CIRCLING	640-1 469 (500-1)		900-2 729 (800-2)	1160-3 989 (1000-3)