


# ILS or LOC RWY 16

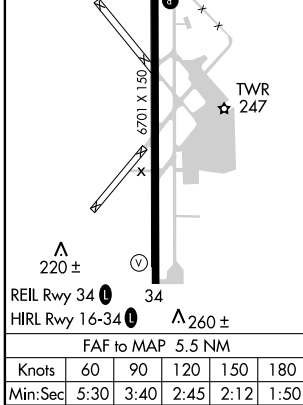
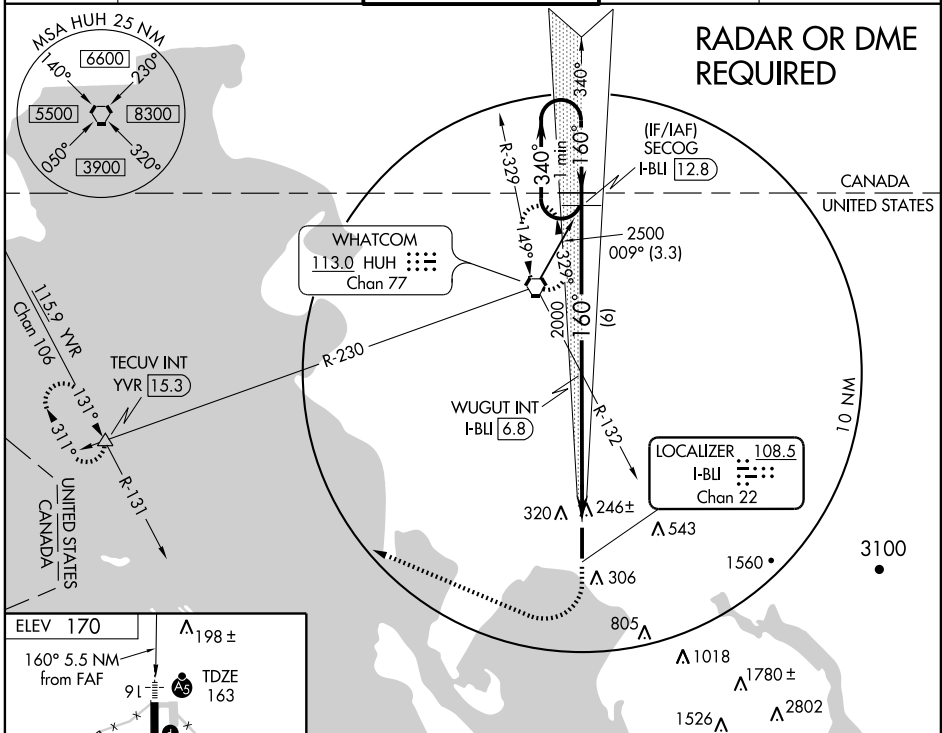
BELLINGHAM INTL (BLI)

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

**▼** For inoperative MALS, increase S-LOC 16 Cat D visibility to RVR 5000.  
**▲** If local altimeter not received, use Friday Harbor altimeter setting and increase DA to 430 and increase all MDAs 80 feet.  
 VDP NA when using Friday Harbor altimeter setting.  
 \* RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MALS**  MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 271° and YVR VORTAC R-131 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>
-----------------------	---	--	-------------------------------	-------------------------



One Minute Holding Pattern	SECOG I-BLI 12.8	WUGUT INT I-BLI 6.8	700	2000	YVR R-131 115.9	TECUV $\Delta$
			$\uparrow$	$\curvearrowright$ 271°		
2000 $\leftarrow$ 340°	160° $\rightarrow$	2000	I-BLI 2.1	I-BLI 1.2		
GS 3.00°	TCH 50	2000				
		6 NM	4.6 NM	0.9		
CATEGORY	A	B	C	D		
S-ILS 16	* 363/24 200 (200-½)					
S-LOC 16	500/24 337 (400-½)			500/40 337 (400-¾)		
CIRCLING	620-1	450 (500-1)	620-1½ 450 (500-1½)	720-2 550 (600-2)		

NW-1, 22 OCT 2009 to 19 NOV 2009

NW-1, 22 OCT 2009 to 19 NOV 2009