

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<b>AIRPORT ID</b> BLI	<b>PROCEDURE NAME</b> ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	<b>ORIGINAL/AMENDMENT</b> 9	<b>CITY</b> BELLINGHAM	<b>STATE</b> WA
<b>AIRPORT ELEVATION</b> 171	<b>TDZE</b> 163	<b>SUPERSEDED</b> ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	<b>ORIGINAL/AMENDMENT</b> 8A	<b>DATED</b> 08/15/2019
<b>FACILITY</b> I-BLI	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> ROUTINE	<b>MAG VAR</b> 16E
				<b>EPOCH YEAR</b> 2020

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HUH VORTAC		SECOG INT/I-BLI 12.86 DME					008.34	3.41	2700
SECOG INT/I-BLI 12.86 DME	IF/IAF	WUGUT INT/I-BLI 6.86 DME					163.84 (I-BLI)	6.00	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.61 NM AFTER WUGUT INT/I-BLI 6.86 DME OR AT I-BLI 1.25 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 275 AND ON YVR VOR/DME R-135 TO TECUV/YVR 15.27 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT**                      **SIDE OF COURSE**                      **OUTBOUND**                      **FT WITHIN**                      **MILES OF** (IAF)
- HOLD N SECOG INT/I-BLI LOC/DME 12.86 DME, RT, 163.85 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4600.
- FAC:** 163.84                      **FAF:** WUGUT INT/I-BLI 6.86 DME                      **DIST FAF TO MAP:** 5.61                      **DIST FAF TO THLD:** 5.61
- MIN ALT:** SECOG INT/I-BLI 12.86 DME 2000, WUGUT INT/I-BLI 6.86 DME 2000, CEPUM/I-BLI 2.58 DME 640
- DIST TO THLD FROM OM:**                      **MM:**                      **IM:**                      **150 HAT:**                      **GS ANT:** 1058
- MIN GS INCPT:** 2000                      **GS ALT AT PFAF:** WUGUT INT/I-BLI 6.86 DME 2000                      **OM:**                      **MM:**                      **IM:**
- GS ANGLE:** 3.00                      **34:1:**                      **20:1:**                      **TCH:** 51.4
- MSA FROM:** HUH VORTAC 050-140 8200, 140-230 3900, 230-320 5400, 320-050 6800



**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED.

**NOTES:**

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16: CAT A, B, C, D, RA 244, RVR 1400, HAT 150, DA 313 MSL  
CHART NOTE: \* RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING FHR ALTIMETER SETTING).  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.  
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 6000.  
SA CAT I CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.

**ADDITIONAL FLIGHT DATA:**

HOLD NW, RT, 134.90 INBOUND.  
CHART FAS OBST: 261 TREE (53-077262) 484913N/1223205W.  
CHART CIRCLING ICON.

**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE:** NA  ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 16*	363	2400	200	363	2400	200	363	2400	200	363	2400	200			
S-LOC 16	520	2400	357	520	2400	357	520	4000	357	520	4000	357			
CIRCLING	640	1	469	640	1	469	900	2	729	1160	3	989			



**CHANGES - REASONS**

1. REMOVED CEPUM FIX MINIMUMS (DME REQUIRED) - NO LONGER NEEDED DUE TO DME BEING REQUIRED FOR THE PROCEDURE.
2. TERMINAL ROUTES: HUH VORTAC TO SECOG INT/I-BLI 12.86 DME ALTITUDE CHANGED FROM 2500 TO 2700 - NEW CONTROLLING OBSTACLE.
3. TERMINAL ROUTES: SECOG INT/I-BLI 12.86 DME TO WUGUT INT/I-BLI 6.86 DME COURSE CAHNGED FROM 163.85 TO 163.84 - NEW TARGETS EVAL.
4. MISSED APPROACH INSTRUCTIONS: HOLDING ALTITUDE CHANGED FROM 2000 TO 3000 - NEW CONTROLLING OBSTACLE; 3000 TO JOIN THE ENROUTE STRUCTURE AT TECUV.
5. DELETED ALTERNATE MISSED APPROACH INSTRUCTIONS - PER FPT, HUH VORTAC IS SCHEDULED TO BE DECOMMISSIONED AND THERE ARE NO OTHER SUITABLE NAVAIDS IN THE AREA FOR AN ALTERNATE MISSED APPROACH.
6. LINE 3: FAC CHANGED FROM 163.85 TO 163.84 - NEW TARGETS EVAL.
7. LINE 4: CHANGED CEPUM/I-BLI 2.45 DME 580\* TO CEPUM/I-BLI 2.58 DME 640 - NEW TARGETS EVAL AND ASTERISK NO LONGER REQUIRED.
8. LINE 8: MSA CHANGED FROM 050-140 8300 TO 050-140 8200, 230-320 5500 TO 230-320 5400, 320-050 6600 TO 320-050 6800 - NEW CONTROLLING OBSTACLES.
9. ADDED "SA CAT I CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED" - 8260.19J 8-6-12.M.
10. ADDED CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500 - PER FLIGHT INSPECTION, GLIDESLOPE REVERSAL AT 450 FEET; 8260.19J 8-6-12.O(7)(D); CANCELS T-NOTAM 3/5761.
11. REMOVED CHART NOTE: \*LOC ONLY - NO LONGER REQUIRED.
12. CHANGED CHART NOTE FROM "\*\*\*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" TO \*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING FHR ALTIMETER SETTING)" - 8260.19J 8-6-12.K.
13. CHANGED CHART NOTE FROM "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" - 8260.19J 8-6-12.M.
14. CHANGED CHART NOTE FROM "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 6000 AND CEPUM FIX MINIMUMS S-LOC 16 CAT C/D TO RVR 5500" TO "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 6000" - CEPUM FIX MINIMUMS REMOVED.
15. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: HUH VORTAC" - 8260.19J 8-6-6.H. PER FPT, HUH VORTAC IS SCHEDULED TO BE DECOMMISSIONED AND THERE ARE NO OTHER SUITABLE NAVAIDS IN THE AREA FOR AN ALTERNATE MISSED APPROACH.
16. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW HUH VORTAC, RT, 149.00 INBOUND" - 8260.19J 8-6-6.H. PER FPT, HUH VORTAC IS SCHEDULED TO BE DECOMMISSIONED AND THERE ARE NO OTHER SUITABLE NAVAIDS IN THE AREA FOR AN ALTERNATE MISSED APPROACH.
17. ADDITIONAL FLIGHT DATA: ADDED OBSTACLE ID (53-077262) TO 261 TREE - 8260.19J 8-6-11.C.
18. REMOVED "APA" FROM COORDINATED WITH LINE - 8260.19J 8-6-14; AMERICAN AIRLINES DOES NOT USE KBLI.

**COORDINATED WITH:**

**A4A**
 **ALPA**
 **AOPA**
 **APA**
 **HAI**
 **NBAA**

**OTHER:** ZSE, VICTORIA TERMINAL APP CON, AMGR

**FLIGHT CHECKED BY**

THOMAS E MOLOKIE

**OFFICE**

AJF

**DATE**

01/14/2025

**DEVELOPED BY**

TIMOTHY JOHNSON

*Digitally signed by*

**Timothy Johnson**

Sep 04, 2024

**OFFICE**

AJV-A421

**DATE**

06/24/2024

**APPROVED BY**

DAVID DANNER

**OFFICE**

AJV-A421

**DATE**

12/26/2024

**TITLE**

MANAGER



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> BLI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	<u>AMDT NO.</u> 9	<u>CITY</u> BELLINGHAM	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 171	<u>FACILITY</u> I-BLI
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**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM** HUH VORTAC **TO** SECOG INT/I-BLI 12.86 DME

<u>RNP</u>	<u>DISTANCE</u> 3.41	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	490006.00N/1223851.00W	647	215	8	4B	2000					2700
TERRAIN	485957.00N/1223900.00W	459 (500)								AS1500	2000

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM** SECOG INT/I-BLI 12.86 DME (IF/IAF) **TO** WUGUT INT/I-BLI 6.86 DME

<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (53-000195)	485947.00N/1223857.00W	870	100	20	3C	500				SA-94 AT724	2000
TERRAIN	485942.00N/1223818.00W	416 (400)								AS1500	1900

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**



**AIRPORT ID**  
BLI

**PROCEDURE NAME**  
ILS OR LOC RWY 16  
ILS RWY 16 (SA CAT I)

**AMDT NO.**  
9

**CITY**  
BELLINGHAM

**STATE**  
WA

**AIRPORT ELEVATION**  
171

**FACILITY**  
I-BLI

**FINAL: ILS**

**FROM**  
WUGUT INT/I-BLI 6.86 DME

**TO**  
RW16

**RNP**

**DISTANCE**  
5.61

**PAT**

**MAP**  
DA

**HAT**  
200

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				363

**COMPUTATIONS**

**ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**

**FINAL: ILS SA CAT I**

**FROM**  
WUGUT INT/I-BLI 6.86 DME

**TO**  
RW16

**RNP**

**DISTANCE**  
5.61

**PAT**

**MAP**  
DA

**HAT**  
150

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				313

**COMPUTATIONS**

**ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**





**AIRPORT ID**  
BLI

**PROCEDURE NAME**  
ILS OR LOC RWY 16  
ILS RWY 16 (SA CAT I)

**AMDT NO.**  
9

**CITY**  
BELLINGHAM

**STATE**  
WA

**AIRPORT ELEVATION**  
171

**FACILITY**  
I-BLI

**HOLD-IN-LIEU OF PT**

**FROM**  
SECOG INT/I-BLI LOC/DME 12.86 DME

**TO**  
P-4

**RNP**

**DISTANCE**

**PAT**  
P-4

**MAP**

**HAT**

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (53-000195)	485947.00N/1223857.00W	863	100	20	3C	1000					1900
TERRAIN	485948.00N/1223933.00W	531 (500)								AS1500	2000

**COMPUTATIONS**

**ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**

**MISSED APPROACH: ILS**

**FROM**  
DA

**TO**  
TECUV/YVR 15.27 DME

**RNP**

**DISTANCE**

**PAT**

**MAP**

**HAT**

**HMAS**  
197

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
							ASC				3000
TREE (53-119504)	484151.44N/1225143.85W	1549	20	10	1B	1000					2600
TERRAIN	484154.00N/1225148.00W	1476 (1500)								AS1500	3000

**COMPUTATIONS**

**ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE**

**SEGMENT REMARKS:**







**AIRPORT ID**  
BLI

**PROCEDURE NAME**  
ILS OR LOC RWY 16  
ILS RWY 16 (SA CAT I)

**AMDT NO.**  
9

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BELLINGHAM

**STATE**  
WA

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171

**FACILITY**  
I-BLI

**CIRCLING**  ALL CATS  CAT A  CAT B  CAT C  CAT D  CAT E  NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE (53-077038)	484720.90N/1223024.55W	1.30	469	331	20	10	1B	300			640
CATEGORY B											
TREE (53-077038)	484720.90N/1223024.55W	1.81	469	331	20	10	1B	300			640
CATEGORY C											
TREE (53-077570)	484808.85N/1222801.49W	2.84	729	553	20	10	1B	300		XP40	900
CATEGORY D											
AAO	484412.00N/1222854.00W	3.71	989	834	215	8	4B	300		XP20	1160

**CIRCLING REMARKS:**

MAINTAIN CURRENT MINS

**MSA**

**CENTER**

HUH VORTAC

**RADIUS**

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
050-140	AAO	484218.00N/1215915.00W			7120	215	8	4B	1000			8200
140-230	AAO	484033.00N/1222112.00W			2881	215	8	4B	1000			3900
230-320	AAO	492318.00N/1224957.00W			4361	215	8	4B	1000			5400
320-050	AAO	492148.00N/1223027.00W			5784	215	8	4B	1000			6800

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**



**AIRPORT ID**  
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**PROCEDURE NAME**  
ILS OR LOC RWY 16  
ILS RWY 16 (SA CAT I)

**AMDT NO.**  
9

**CITY**  
BELLINGHAM

**STATE**  
WA

**AIRPORT ELEVATION**  
171

**FACILITY**  
I-BLI

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

ZSE ARTCC, BLI TOWER, VICTORIA APP CON

**WX SERVICE**  
ASOS

**LOCATION**  
BLI

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
BLI

**DISTANCE**  
0

**SERVICE-A**  
Y

**ADJUSTMENTS**  
0

**BACK-UP WX SERVICE**  
ASOS

**LOCATION**  
FHR

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
FHR

**DISTANCE**  
25.24

**SERVICE-A**  
Y

**ADJUSTMENTS**  
67

**WX REMARKS:**

RASS PRESSURE PATTERNS THE SAME  
KB LI 171, KFHR 113  
RA = 66.4

**PRIMARY NAVAID**  
I-BLI

**MONITOR POINT**  
POCC

**HRS OPERATION**  
24

**CAT**  
1

<b>APPROACH AND RUNWAY LIGHTING SYSTEM</b>	<b>RUNWAY MARKINGS</b>	<b>RUNWAY VISUAL RANGE</b>
RW34 - HIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	ROLL OUT
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH

**GLIDESLOPE ANGLE**  
3.00

**ELEV RWY THRESHOLD**  
163.4

**TCH**  
51.4

**ELEV GS ANTENNA**  
152.7

**DISTANCE FROM RWY**  
1058

**VGSI ANGLE**  
3.00

**TCH**  
50.0

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD  
ON CENTERLINE

FT FROM THRESHOLD  
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

**CRITICAL TEMPERATURES**

**CRITICAL LOW**

**CRITICAL HIGH**

**ACT**

**APT ISA**

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

QUALITY  
39  
CHECKED

**AIRPORT ID**  
BLI

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ILS OR LOC RWY 16  
ILS RWY 16 (SA CAT I)

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**STATE**  
WA

**AIRPORT ELEVATION**  
171

**FACILITY**  
I-BLI

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - LESS THAN 0.5 NM AFTER STEPDOWN.

DID NOT MOVE THE FIX WUGUT SINCE IT IS A SHARED PFAF WITH THE RNAV (GPS) AND RNAV (RNP) TO THAT SAME RUNWAY. THE RNAV PROCEDURES CANNOT BE ADDED TO THIS PROJECT DUE TO THE DELAYS IT WOULD CAUSE HAVING TO GO BACK TO THE ENVIRONMENTAL STAGE. NAVCANADA CANNOT EXTEND THEIR PLANNED DECOMMISSIONING OF YYJ LATER THAN 12/26/24. THESE PROCEDURES WILL BE AMENDED WITH THE UPCOMING PLANNED DECOMMISSIONING OF HUH VORTAC.

DME OR RADAR REQUIRED PER ATC; VICTORIA APPROACH.

ILS RWY 16 (SA CAT I) MAINTAIN RA OF 244. WILL LOWER DURING NEXT AMENDMENT FOR HUH VORTAC DECOM, PER FPT.

APPLIED 8260.3E 10-4-4 B (3) TO MITIGATE 245' TREE (53-077334), 253 TREE' (53-077200), 276' TREE (53-077514), 249' TREE (53-023859), 288' TREE (53-077355), 256' TREE (53-077779), 284' TREE (53-077752), 289' TREE (53-077597) ON THE SA CAT I ILS MISSED APPROACH.

CONTINGENCY ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FHR ALTIMETER SETTING: INCREASE S-ILS 16 DA TO 430 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 16 VISIBILITY CAT C/D TO RVR 5000, CIRCLING CAT C 1/4 SM.

FOR INOPERATIVE ALS WHEN USING FHR ALTIMETER SETTING, INCREASE S-ILS 16 VISIBILITY TO RVR 4500, S-LOC 16 CAT C/D TO 1 3/8 SM.

MAPS FOR CANADIAN AIRSPACE WERE NOT AVAILABLE.

VEGETATION 100 FT PER FPT.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

<b>DISTANCE FROM</b>	THLD	<b>TO 1000FT POINT</b>	3.09
<b>WIDTH OF</b>	FINAL	<b>SEGMENT AT 1000FT POINT</b>	0.89
<b>TRUE COURSE OF</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	179.84
<b>HIGH TERRAIN IN</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	200
<b>DISTANCE FROM</b>	THLD	<b>TO 1500FT POINT</b>	5.01
<b>WIDTH OF</b>	FINAL	<b>SEGMENT AT 1500FT POINT</b>	1.30
<b>TRUE COURSE OF</b>	FINAL	<b>SEGMENT CONTAINING 1500FT POINT</b>	179.84
<b>HIGH TERRAIN IN</b>	FINAL	<b>SEGMENT CONTAINING 1500FT POINT</b>	200

**THRESHOLD COORDINATES (IF STR-IN)** 484806.74N/1223215.20W  
**ARP COORDINATES** 484733.70N/1223215.10W  
**RUNWAY APCH END AND DIST FURTHEST FROM ARP** RUNWAY 34 DISTANCE 0.55 NM  
**FAF COORDINATES** 485343.01N/1223216.53W  
**FIX NAME COORDINATES**

**REMARKS**

**PART E: PREPARED BY**

<b>NAME</b>	<b>OFFICE</b>	<b>DATE</b>	<b>TITLE</b>
TIMOTHY JOHNSON	AJV-A421	06/24/2024	AERONAUTICAL INFORMATION SPECIALIST

