

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
BLI	RNAV (GPS) Y RWY 16	4	BELLINGHAM	WA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
171	163	RNAV (GPS) Y RWY 16	3C	08/15/2019	16E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SECOG	IF/IAF	WUGUT		TF	FB	1.00	163.86	6.00	2000
WUGUT	FAF	RW16	MAP	TF	FO	0.30	163.84	5.61	
RW16	MAP	700 MSL		CA			163.84		700
700 MSL		TECUV		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW16

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TECUV AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD N SECOG, RT, 163.84 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 163.84 | FAF: WUGUT | | DIST FAF TO MAP: 5.61 | DIST FAF TO THLD: 5.61 | |
| 4. MIN ALT: SECOG 2000, WUGUT 2000 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 200 HAT: 0.46 | GS ANT: |
| 6. MIN GP INCPT: 2000 | GP ALT AT PFAF: WUGUT 2000 | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 51.4 | | IM: |
| 8. MSA FROM: RW16 12000 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -10°C OR ABOVE 54°C.
CHART NOTE: ** RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING FHR ALTIMETER SETTING).

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 135.90 INBOUND.
CHART FAS OBST: 303 TREE (53-077136) 484756N/1223256W.
CHART VDP AT 1.09 NM TO RW16.
WAAS CHANNEL # 45999
REFERENCE PATH ID: W16A
LTP HAE: 28.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA**	363	2400	200	363	2400	200	363	2400	200	363	2400	200			
LNAV/VNAV DA	486	2600	323	486	2600	323	486	2600	323	486	2600	323			
LNAV MDA	560	2400	397	560	2400	397	560	3500	397	560	3500	397			
CIRCLING	640	1	469	640	1	469	860	2	689	1140	3	969			

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED HUH VORTAC FEEDER SEGMENT – VOR MON PGM.
2. TERMINAL ROUTES: CHANGED SECOG TO WUGUT SEGMENT COURSE FROM “163.85” TO “163.86” – FAF MOVED S 18.6 FEET.
3. TERMINAL ROUTES: CHANGED WUGUT THROUGH CA SEGMENT COURSE FROM 163.85” TO “163.84” - FAF MOVED S 18.6 FEET.
4. PROFILE LINE 2: CHANGED “163.85 INBOUND” TO “163.84 INBOUND” – ALIGNED WITH SECOG TO WUGUT SEGMENT COURSE.
5. PROFILE LINE 3: CHANGE “163.85” TO “163.84” - FAF MOVED S 18.6 FEET.
6. PROFILE LINE 5: CHANGED “200 HAT: 0.47” TO “200 HAT: 0.46” - FAF MOVED S 18.6 FEET.
7. PBN REQUIREMENTS: CHANGED FROM “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19J, 8-6-8D(5)A(1).
8. NOTES: CHANGED “CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA” TO “CHART NOTE: ** RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING FHR ALTIMETER SETTING)” – CURRENT DOCUMENTATION STANDARDS.
9. NOTES: REMOVED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON HUH VORTAC AIRWAY RADIALS 344 CW 021” – HUH VOR MON.
10. ADDITIONAL FLIGHT DATA: REMOVED “CHART CIRCLING ICON” – CURRENT DOCUMENTATION STANDARDS.
11. ADDITIONAL FLIGHT DATA: REMOVED “*LNAV ONLY” – CURRENT DOCUMENTATION STANDARDS.
12. ADDITIONAL FLIGHT DATA: REMOVED “*” FROM CHART VDP AT 1.09 NM TO RW16 – CURRENT DOCUMENTATION STANDARDS.
13. ADDITIONAL FLIGHT DATA: CHANGED “FAS OBST: 299 AAO 485139N/1223209W” TO “CHART FAS OBST: 303 TREE (53-077136) 484756N/1223256W” - NEW CONTROLLING OBSTACLE.
14. MINIMUMS: LOWERED LNAV/VNAV DA/HAT FROM 491/328” TO 486/323”, LOWERED VISIBILITY FROM “3000” TO “2600” – NEW OBSTACLE EVALUATION.
15. MINIMUMS: LOWERED CIRCLING CAT C/D CMDA/HAA FROM “900/729, 1160/989” TO “860/689, 1140/969” – NEW OBSTACLE EVALUATION.
16. FAS DATA: CHANGED FPAP LAT/LONG FROM “484637.7190N/ 1223214.8470W” TO “484637.7120N/ 1223214.8325W”, LENGTH OFFSET FROM “0704” TO “0712” – UPDATED AIRNAV DATA INCORPORATED.
17. FAS DATA: CHNAGED CRC REMAINDER FROM “79B2A6F2” TO “07FEA509” – FPAP LAT/LONG CHANGED.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: BLI ATCT, AMGR, VICTORIA APPROACH

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (ROBERT A. SWINSON)

OFFICE

DATE

AJV-A432

05/28/2025

APPROVED BY

CASIMIR L. TABAKA

OFFICE

DATE

AJV-A432

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBLI
RUNWAY	RW16
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W16A
LTP/FTP LATITUDE	484806.7425N
LTP/FTP LONGITUDE	1223215.2040W
LTP/FTP ELLIPSOIDAL HEIGHT	+00283
FPAP LATITUDE	484637.7120N
FPAP LONGITUDE	1223214.8325W
THRESHOLD CROSSING HEIGHT (TCH)	00051.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0712
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	07FEA509

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+00498
FPAP ORTHOMETRIC HEIGHT	+00498



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMD'T NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BLI	RNAV (GPS) Y RWY 16	4	BELLINGHAM	WA	171	RNAV

[illegible]

<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>
							ASC				363



FINAL: LNAV/VNAV

FROM

WUGUT

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.61		DA		323						
<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>
TREE (53-077136)	484755.62N/1223256.31W	303	20	3	1A	161				MA22	486

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

WUGUT

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.61		RW16		397						
<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>
TREE (53-077136)	484755.62N/1223256.31W	303	20	3	1A	250					560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

SECOG

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<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	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: LPV

FROM

DA

TO

TECUV

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 197				
<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>
							ASC				2000
AAO	484409.00N/1224236.00W	558	215	8	4B	1000					1600
TERRAIN	484409.00N/1224236.00W	357 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

TECUV

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 325				
<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 (53-000846)	484826.47N/1223323.14W	325	50	10	2B		ASC				2000
AAO	484409.00N/1224236.00W	558	215	8	4B	1000					1600
TERRAIN	484409.00N/1224236.00W	357 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW16

TO

TECUV

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 460				
<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>
							ASC				2000
AAO	484409.00N/1224236.00W	558	215	8	4B	1000					1600
TERRAIN	484409.00N/1224236.00W	357 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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	689	553	20	10	1B	300			860
CATEGORY D											
AAO	484412.00N/1222854.00W	3.71	969	834	215	8	4B	300			1140

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW16	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	484636.00N/1214915.00W	077	28.5	10971	215	8	4B	1000			12000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BLI TOWER, VICTORIA APP CON, ZSE ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BLI	24	BLI		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	FHR	24	FHR	25.24	Y	67

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
BLI 171, FHR 113
RA = 66.4.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW34 - REIL (PCL), HIRL (PCL), PAPI-4L		NPI-G	ROLL OUT
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	APPROACH

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	163.4	51.4			3.00	50.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-10C	+54C	-10C	-14.66C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 957 HIGH TEMP 1262.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

40 FT VEGETATION USED PER FPT.

CONTINENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FHR ALTIMETER SETTING: INCREASE LPV DA TO 430 FEET; INCREASE LNAV/VNAV DA TO 553 FEET AND ALL VISIBILITIES TO RVR 3500. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CATS C/D TO RVR 5000 AND CIRCLING CAT C 1/4 SM.
VDP AND BARO-VNAV NA WHEN USING FHR ALTIMETER SETTING.
FOR INOPERATIVE ALS WHEN USING FHR ALTIMETER SETTING: INCREASE LPV VISIBILITY TO RVR 4500, LNAV CAT C/D TO 1 3/8 SM.

MAPS FOR CANADIAN AIRSPACE WERE NOT AVAILABLE.

TAA NOT DEVELOPED PER FPT.

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

DISTANCE FROM	THLD	TO 1000FT POINT	3.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	5.01
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	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	485342.83N/1223216.61W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (ROBERT A. SWINSON)	AJV-A432	05/28/2025	AERONAUTICAL INFORMATION SPECIALIST

