

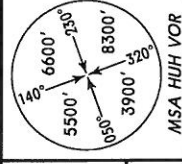
\***ATIS**  
**134.45**  
Apt Elev  
See Graphic

Air Set: **INCHES**

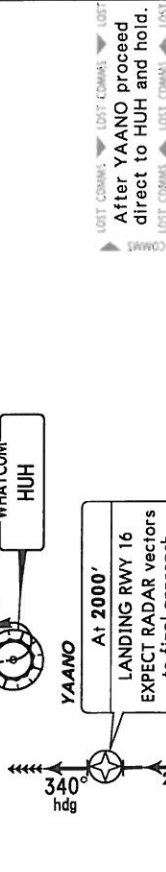
Trans alt: **18000'**  
1. **DME/DME/IRU** or **GPS** required.  
2. **RNAV 1**.

3. **RADAR** required for non-GPS equipped aircraft.  
4. Procedure for turbojet and turboprop aircraft only.

**MADEE ONE RNAV ARRIVAL**  
**(MADEE.MADEE1)**



**ABBOTSFORD, BC**  
Abbotsford  
134



Direct distance from IWANY to:  
Bellingham Intl **21 NM**  
Direct distance from YAANO to:  
Bellingham Intl **8 NM**

LOST COMMS **>** LOST COMMS **>** LOST  
COMMS **<** LOST COMMS **<** LOST COMMS **<** LOST



**ROUTING**

From MADEE via 329° track to IWANY, then via assigned runway transition.

**LANDING**

RWY	ROUTING
<b>16</b>	From over IWANY via 329° track to GERRD, then via 303° track to UCAKI, then via 340° track to YAANO, then via 340° heading. EXPECT RADAR vectors after YAANO.
<b>34</b>	From over IWANY via 329° track to GERRD, then via 303° track to UCAKI, then via 340° track to YAANO, then via 340° heading. EXPECT RADAR vectors after IWANY.

CHANGES: New procedure at this airport.

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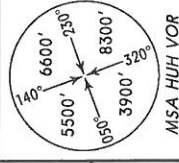
14 OCT 11 10-3

VICTORIA TERMINAL  
Departure (R)  
132.7

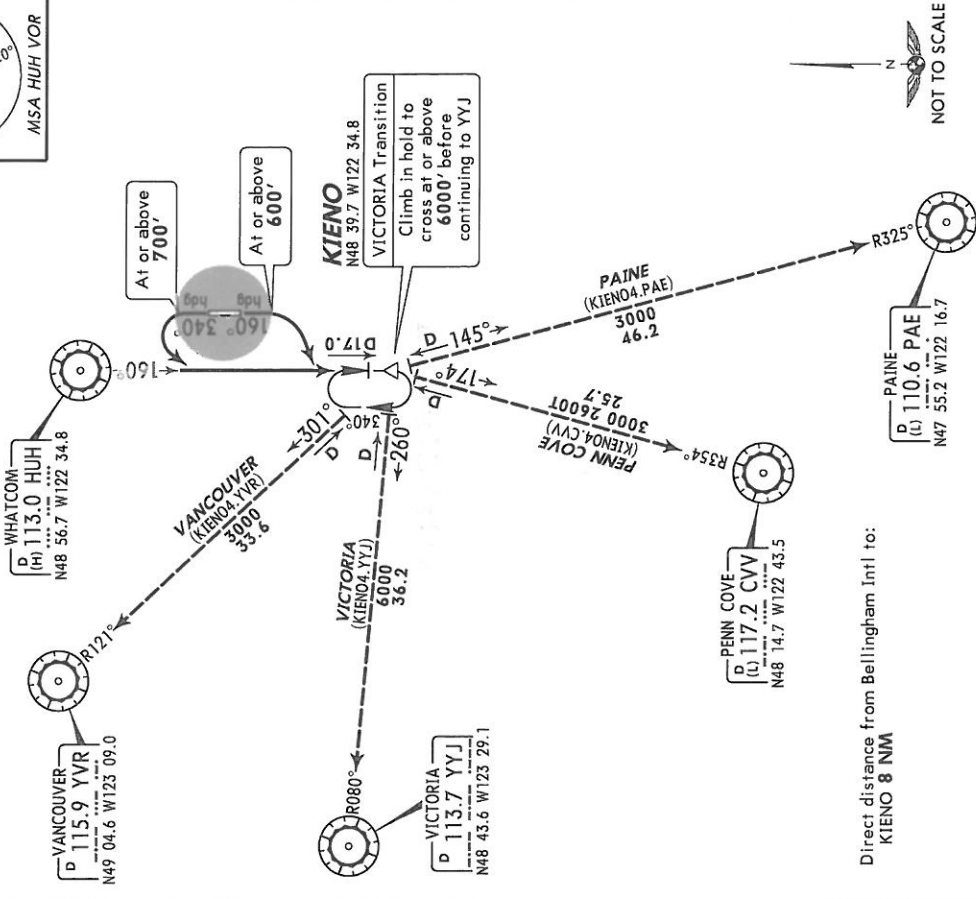
Apf Elev  
170'

Trans level: FL180 Trans alt: 18000'  
1. DME or RADAR required for VICTORIA  
transition.  
2. Chart not usable for TACAN aircraft.

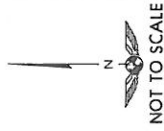
SID



**KIENO FOUR DEPARTURE (KIENO4.KIENO)**



Direct distance from Bellingham Intl to:  
KIENO 8 NM



This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwy 16: Standard (or lower than standard, if authorized) with a minimum climb of 282' per NM to 2500'.
- Rwy 34: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
282' per NM	353	470	705	940	1175	1410

**OBSTACLES**

- Rwy 16: Lighted windsock 9' from DER, 259' RIGHT of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from DER, 405' RIGHT of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from DER, 57' LEFT of centerline, up to 104' AGL/249' MSL.
- Rwy 34: Lighted windsock 93' from DER, 516' RIGHT of centerline, 27' AGL/169' MSL. Multiple trees beginning 1372' from DER, 619' RIGHT of centerline, up to 134' AGL/246' MSL.

**INITIAL CLIMB**

- 16** Climb heading 160° to 600', then climbing RIGHT turn to intercept HUH R-160 to KIENO.
- 34** Climb heading 340° to 700', then climbing LEFT turn to intercept HUH R-160 to KIENO.

**ROUTING**

**MAINTAIN** assigned transition altitude. **EXPECT** requested altitude within 10 minutes.

CHANGES: Bearings, procedure renumbered.

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4. WIRE (S) [unclear] [unclear]

1. 100% of [unclear] [unclear] [unclear]

2. [unclear] [unclear] [unclear]

3. [unclear] [unclear] [unclear]

4. [unclear] [unclear] [unclear]

5. [unclear] [unclear] [unclear]

6. [unclear] [unclear] [unclear]

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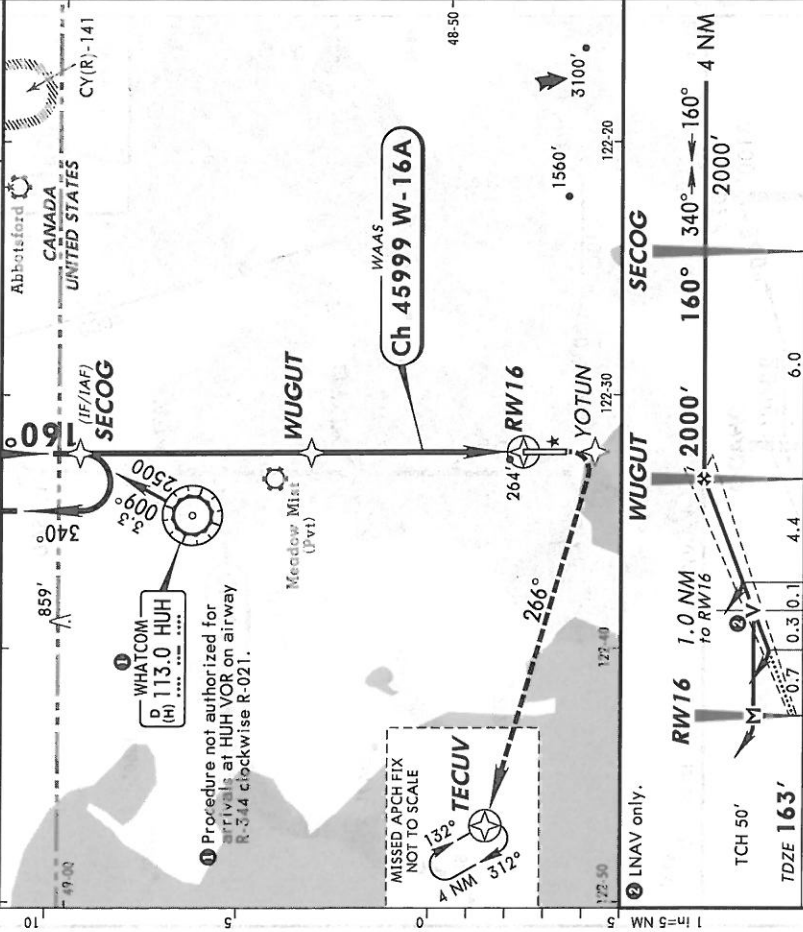
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CONFIDENTIAL

*ATIS 134.45	VICTORIA Terminal (R) 132.7	*BELLINGHAM Tower CTAF 124.9	*Ground 127.4
WAAS <b>Ch 45999</b> W-16A	Final Apch Crs <b>160°</b>	LPV DA(H) WUGUT (CONDITIONAL) <b>442' (1837')</b> TDZE <b>163'</b>	12,000'
<b>MISSED APCH:</b> Climb to 2000' direct YOTUN and RIGHT turn via 266° track to TECUV and hold.			
<b>Alt Set:</b> INCHES Trans level: FL 180 1. Use local altimeter setting; if not received, use Friday Harbor altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV and VDP not authorized when using Friday Harbor altimeter setting. 5. Pilot controlled lighting 124.9.			



MAP at RW16	MAP at RW16 0 0.7 0.3 0.1 4.4 5.5 6.0 11.5							
Gnd speed-Kts	70	90	100	120	140	160	MALSR	
	372	478	531	637	743	849		
Glide Path Angle	3.00°						PAPI	2000' ↑ D → YOTUN

TERPS	STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
	1 LPV DA(H) 442' (279')	2 LNAV/VNAV DA(H) 554' (391')	3 LNAV DA(H) 520' (357')	With Local Friday Harbor Altimeter Setting
A	RAIL or ALS out	RAIL or ALS out	RAIL out ALS out	Altimeter Setting
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2 or 3/4	700'(530')-1
C	RVR 50 or 1	RVR 60 or 1/4	RVR 50 or 1	700'(450')-1 1/2
D			RVR 50 or 1	800'(630')-2

1 DA(H) 522' (359') with Friday Harbor altimeter setting.  
 2 DA(H) 634' (471') with Friday Harbor altimeter setting.  
 3 MDA(H) 600' (437') with Friday Harbor altimeter setting.

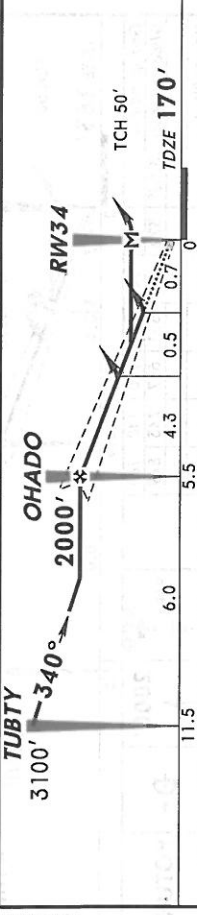
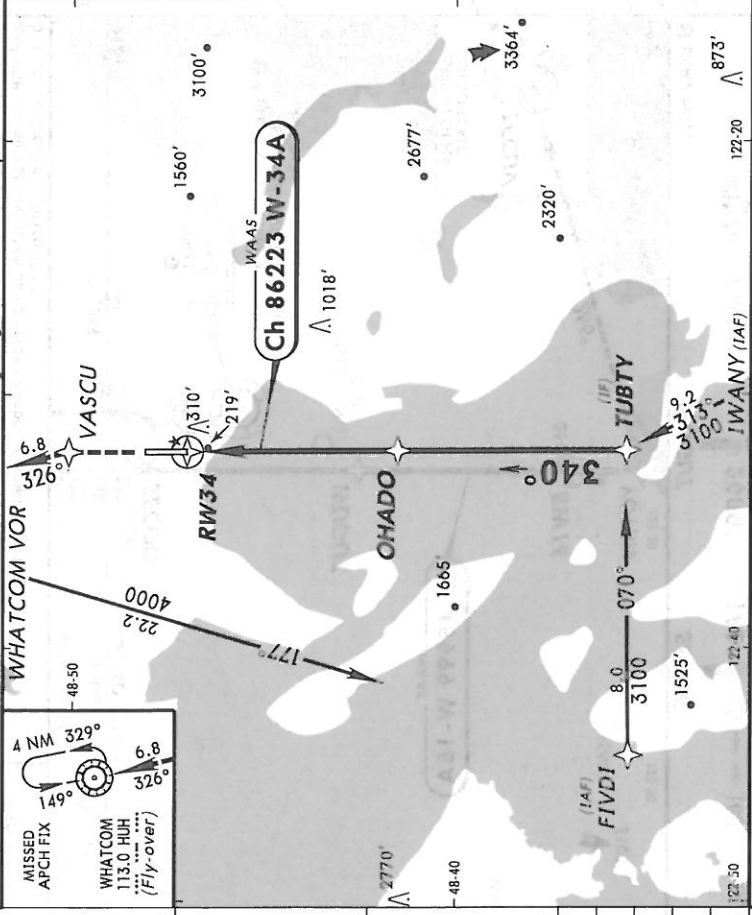
**KBLI/BLI**  
**BELLINGHAM INTL**

**JEPPESEN**

30 OCT 09 (12-2)

**BELLINGHAM, WASH**  
**RNAV (GPS) Rwy 34**

*ATIS 134.45		VICTORIA Terminal (R) 132.7		*BELLINGHAM Tower CTAF 124.9		*Ground 127.4	
WAAS <b>Ch 86223</b> W-34A	Final Apch Crs <b>340°</b>	Minimum Alt OHADO <b>2000'</b> (1830')	LPV DA(H) <b>439'</b> (269')	Apt Elev <b>170'</b>	12,000'		
<b>MISSED APCH: Climb to 3000' direct VASCU and via 326° track to HUH VOR and hold, continue climb-in-hold to 3000'.</b>							
Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 124.9.							



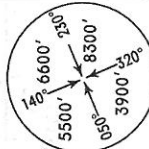
End speed-Kts		70	90	100	120	140	160
Glide Path Angle		3.00°	372	478	531	637	743 849
MAP at RW34							
LPV DA(H) <b>439'</b> (269')		STRAIGHT-IN LANDING RWY 34 LNAV/VNAV DA(H) <b>592'</b> (422')					
REIL VASI-L		REIL VASI-L 3000' ↑					
CIRCLE-TO-LAND		CIRCLE-TO-LAND MDA(H) <b>560'</b> (390') Max Kts 90 120 140 165					
A	1	1 1/2					
B	1	1 1/4					
C	1	1 1/4					
D	1	1 1/4					

*ATIS	VICTORIA Terminal (R)	*BELLINGHAM Tower	*Ground
134.45	132.7	CTAF 124.9	127.4

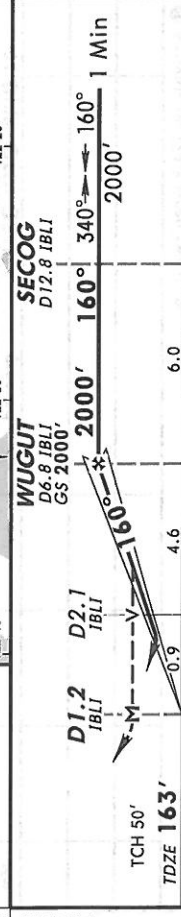
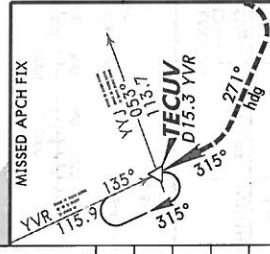
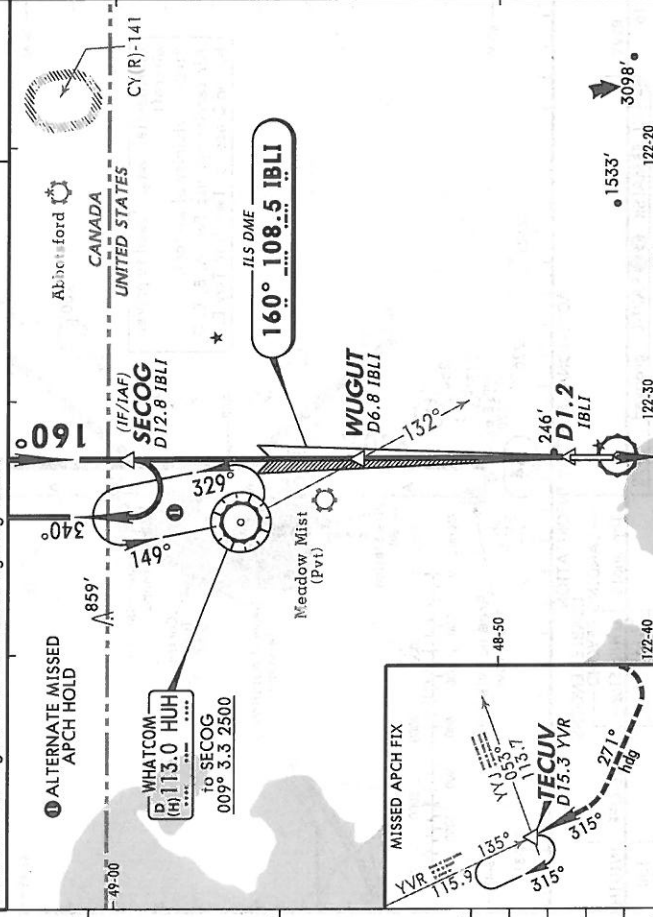
LOC IBLI	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev
108.5	160°	WUGUT 2000' (1837')	363' (200')	170'
				TDZE 163'

MISSED APCH: Climb to 700', then climbing RIGHT turn to 2000' via heading 271° and inbound on YVR VOR R-135 to TECU INT/D15.3 YVR and hold.

Alt Set: INCHES  
Trans level: FL 180  
1. Radar or DME required. 2. Use local altimeter setting; if not received, use Friday Harbor altimeter setting. 3. VDP not authorized when using Friday Harbor altimeter setting. 4. Pilot controlled lighting 124.9.



MSA HUH VOR



Ground speed-Kts	70	90	100	120	140	160	MALSR	700'	2000'	271°	YVR
GS	3.00°	372	478	531	637	743	PAPI	↑ via RT hdg		115.9	
MAP at D1.2 IBLI or WUGUT to MAP	5.5	4.43	3.40	3.18	2.45	2.21	2.04			R-135	

1 ILS DA(H) 363' (200')		2 LOC (GS out) MDA(H) 500' (337')		CIRCLE-TO-LAND	
FULL	RAIL or ALS out	RAIL out	ALS out	Max Altimeter Setting MDA(H)	With Local Altimeter Setting MDA(H)
A				90	700' (530')-1
B	3 RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	120	700' (530')-1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	700' (530')-1 1/2
D		RVR 40 or 3/4	RVR 50 or 1	165	800' (630')-2

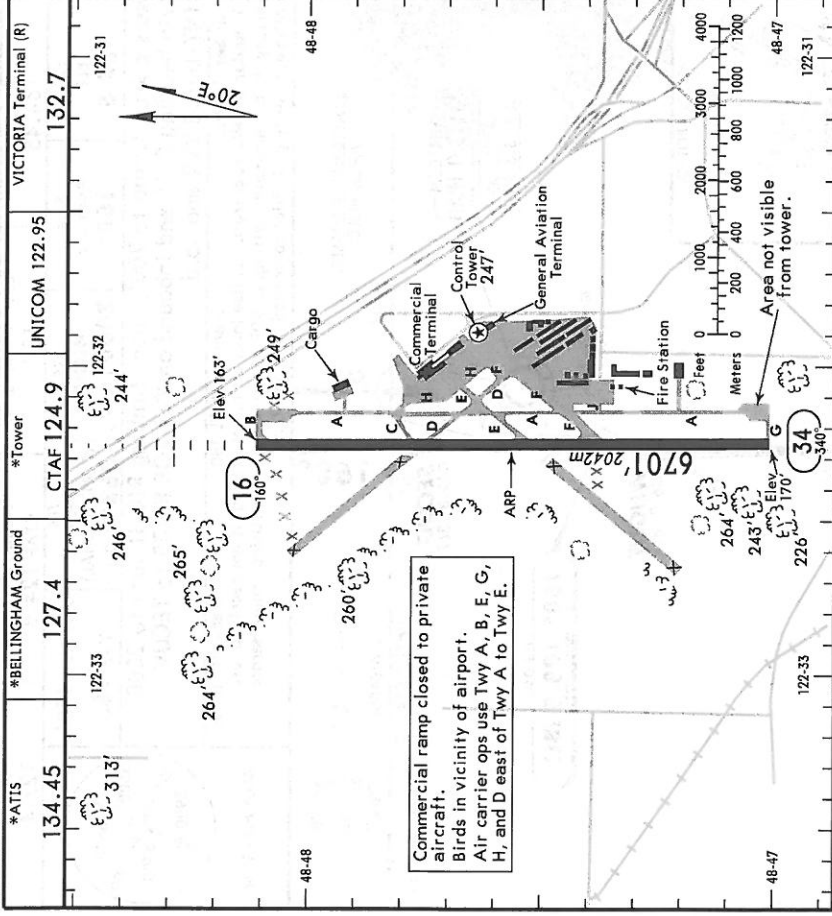
1 DA(H) 430' (267') with Friday Harbor altimeter setting.  
2 MDA(H) 580' (417') with Friday Harbor altimeter setting.  
3 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.

**KBLI/BLI**Apt Elev **170'**

N48 47.6 W122 32.3

**JEPPERSEN**

17 FEB 12 (11-1)

**BELLINGHAM, WASH**  
BELLINGHAM INTL

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF WIDTH
	LANDING	BEYOND	Threshold	Glide Slope	
16	① HIRL ① MALSR ① PAPI-L	② grooved	RVR	5643' 1720m	150' 46m
34	① HIRL ① REIL ② PAPI-L	② grooved	RVR		

- ① Activate on 124.9 when Twr inop.
- ② Angle 3.00°.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

All Rwy's	
Adequate Vis Ref	STD
RVR 16 or 1/4	RVR 50 or 1
	RVR 24 or 1/2

**OBSTACLE DP:** Rwy 16, climb heading 160° to 600', then climbing right turn direct HUH VOR. Do not exceed 210 Kts until established northbound. Rwy 34, climb heading 340° to 600', then climbing

**FOR FILING AS ALTERNATE**

Authorized only when local weather available	
ILS Rwy 16	LOC Rwy 16
RNAV (GPS) Rwy 16	Other
600-2	800-2
800-2	800-2

left turn to intercept HUH VOR R-145 to HUH VOR, continue climb in holding pattern (hold northwest, right turns, 149° inbound) to MEA as appropriate for direction of flight.



*ATIS 134.45	VICTORIA Terminal (R) 132.7	*BELLINGHAM Tower CTAF 124.9	*Ground 127.4
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WAAS <b>Ch 45999</b> W-16A	Final Apch Crs <b>160°</b>	Minimum Alt <b>WUGUT</b> <b>2000' (1837')</b>	IPV DA(H) (CONDITIONAL) <b>442' (279')</b>	Apt Elev <b>170'</b> TDZE <b>163'</b>
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**MISSED APCH:** Climb to 2000' direct YOTUN and RIGHT turn via 266° track to TECUV.

Alt Set: INCHES

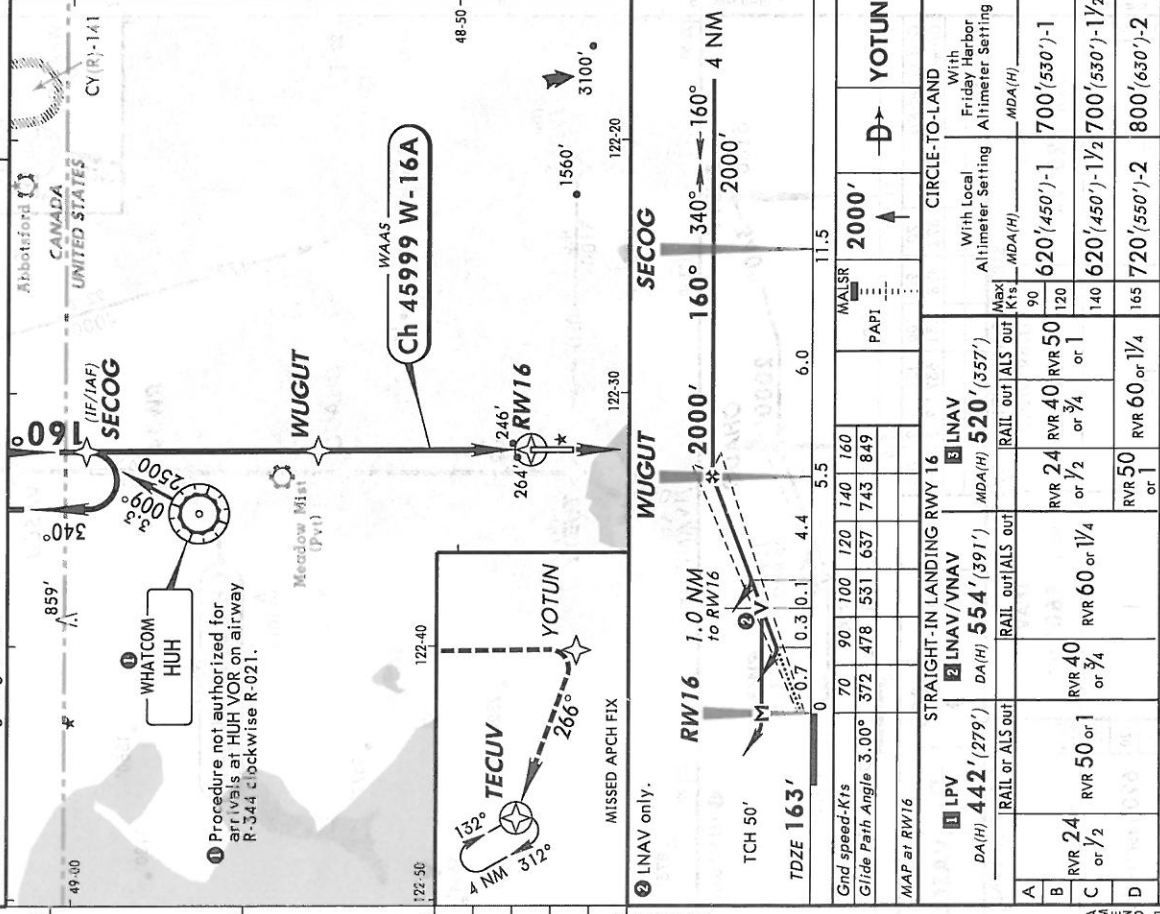
- Use local altimeter setting; if not received, use Friday Harbor altimeter setting.
- DME/DME RNP-0.3 not authorized.
- For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
- Baro-VNAV and VDP not authorized when using Friday Harbor altimeter setting.
- Pilot controlled lighting 124.9.

Trans alt: 18000'

Trans alt: 18000'  
Friday Harbor altimeter setting.

MSA RW16

12,000'



② LNAV only.

Grnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	↔	YOTUN
Glide Path Angle	3.00°	372	478	531	637	743	PAPI			

MAP at RW16		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
① IPV	② LNAV/VNAV	③ LNAV	With Local	With	Friday Harbor
DA(H) <b>442' (279')</b>	DA(H) <b>554' (391')</b>	DA(H) <b>520' (357')</b>	Altimeter Setting	Altimeter Setting	Altimeter Setting
		MDA(H)	MDA(H)	MDA(H)	MDA(H)

A	RAIL or ALS out	RAIL out/ALS out	RAIL out/ALS out	Max Kts	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	90	700' (530')-1
C	RVR 50 or 1	RVR 60 or 1/4	RVR 40 or 3/4	120	700' (530')-1 1/2
D	RVR 50 or 1/2	RVR 60 or 1/4	RVR 50 or 1/4	140	800' (630')-2
				165	800' (630')-2

- DA(H) 522' (359') with Friday Harbor altimeter setting.
- DA(H) 634' (471') with Friday Harbor altimeter setting.
- MDA(H) 600' (437') with Friday Harbor altimeter setting.

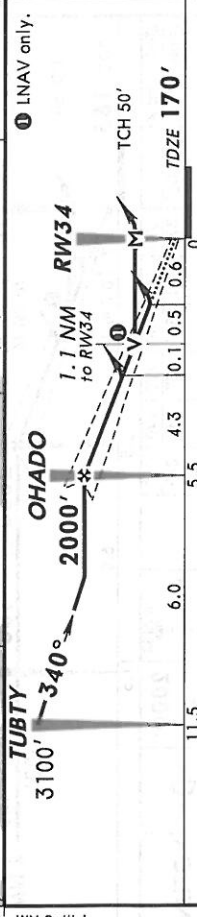
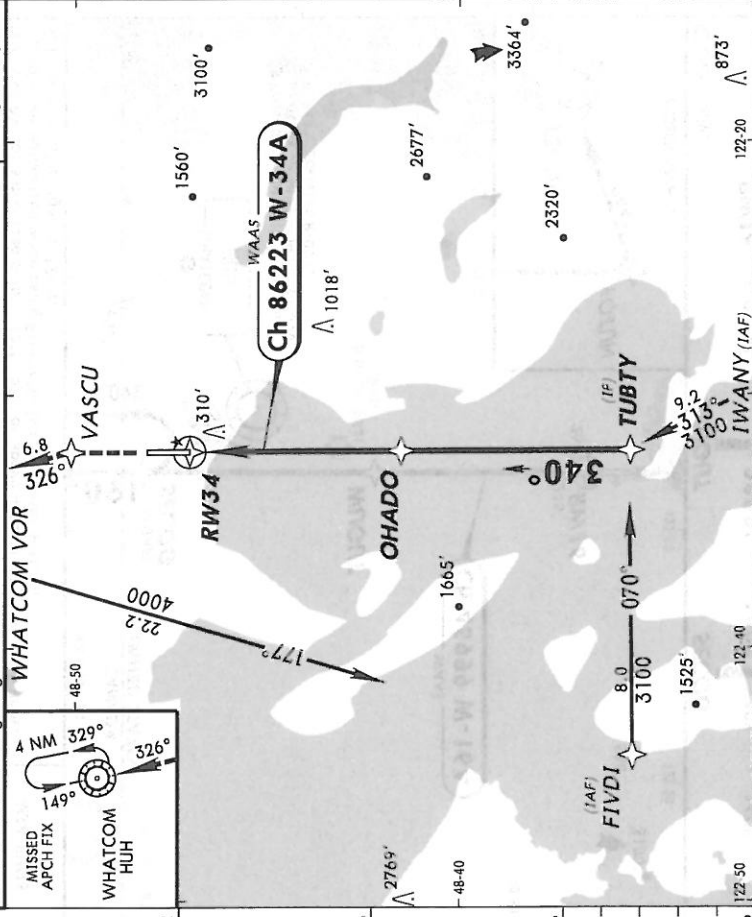
**KBLI/BLI**  
**BELLINGHAM INTL**

**JEPPERSEN**

**BELLINGHAM, WASH**  
**RNAV (GPS) Rwy 34**

21 SEP 07 (12-2)

*ATIS 134.45		VICTORIA Terminal (R) 132.7		*BELLINGHAM Tower CTAF 124.9		*Ground 127.4	
WAAS <b>Ch 86223</b> W-34A		Final Apch Cfs <b>340°</b>	Minimum Alt OHADO <b>2000'</b> (1830')	LPV DA(H) <b>420'</b> (250')	Apt Elev <b>170'</b>	12,000'	
<p>MISSED APCH: Climb to 3000' direct VASCU and via 326° track to HUH VOR and hold, continue climb-in-hold to 3000'.          Alt Set: INCHES          1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.          3. Pilot controlled lighting 124.9.</p>							
<p>Trans alt: 18000'          *MSA RW34</p>							



Grnd speed-Kts	70	90	100	120	140	160	3000'	D → VASCU
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW34								CIRCLE-TO-LAND
LPV		LNAV/VNAV						
DA(H)	420' (250')	DA(H) 592' (422')						
LNAV		MDA(H) 560' (390')						

STRAIGHT-IN LANDING RWY 34		LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
A	3/4	1 1/2	1	1 1/4	165	720' (550') - 2	Max Kts 90 120 140 165
B					90	620' (450') - 1 1/2	
C					120		
D					140		