

NDB FHR 284	APP CRS 339°	Rwy Idg TDZE Apt Elev	3402 108 113
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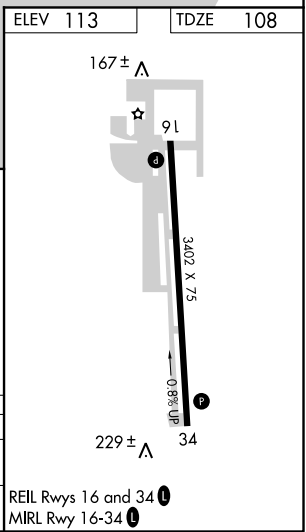
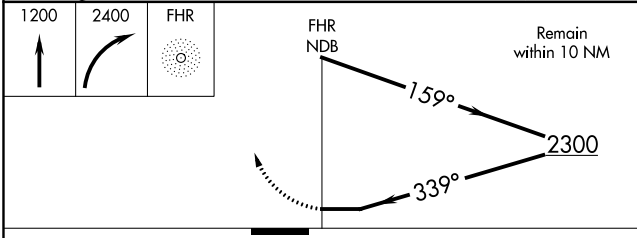
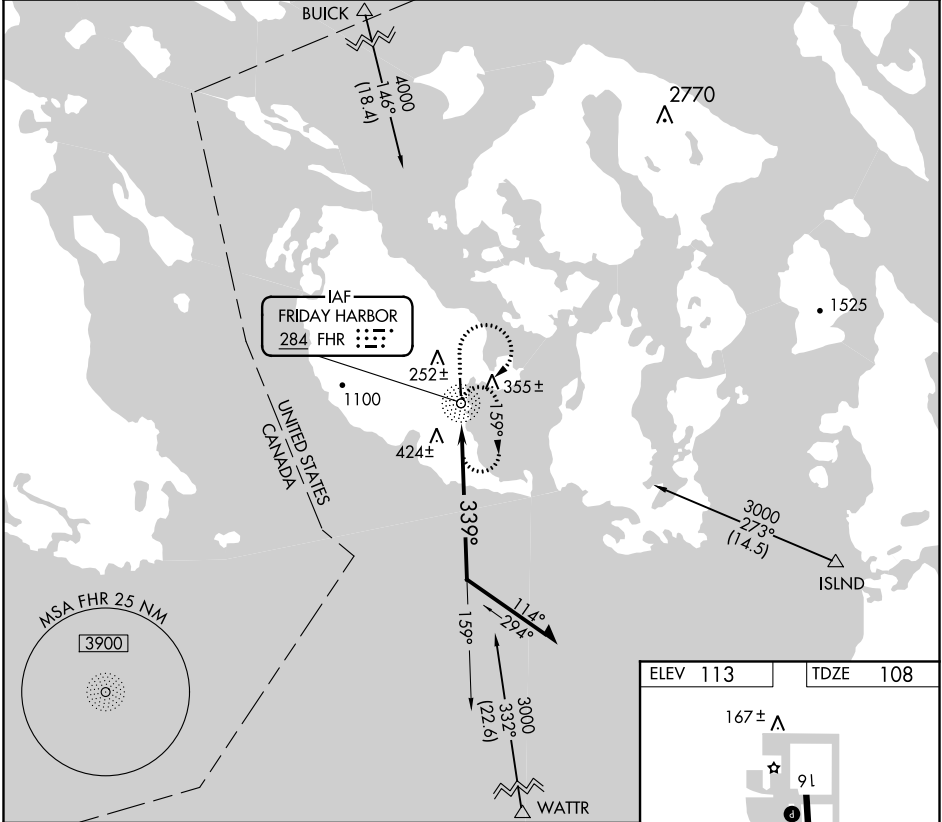
NDB RWY 34

FRIDAY HARBOR (FHR)

▼ Circling NA west of Rwy 16-34.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FHR NDB and hold, continue climb-in-hold to 2400.

ASOS 135.675	WHIDBEY APP CON 118.2 285.65	CTAF 128.25 ①
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CATEGORY	A	B	C	D
S-34	800-1	692 (700-1)	800-2 692 (700-2)	NA
CIRCLING	800-1	687 (700-1)	820-2 707 (800-2)	NA

NW-1, 22 APR 2021 to 20 MAY 2021

NW-1, 22 APR 2021 to 20 MAY 2021

WAAS CH 40024 W34A	APP CRS 341°	Rwy Idg TDZE Apt Elev	3402 108 113
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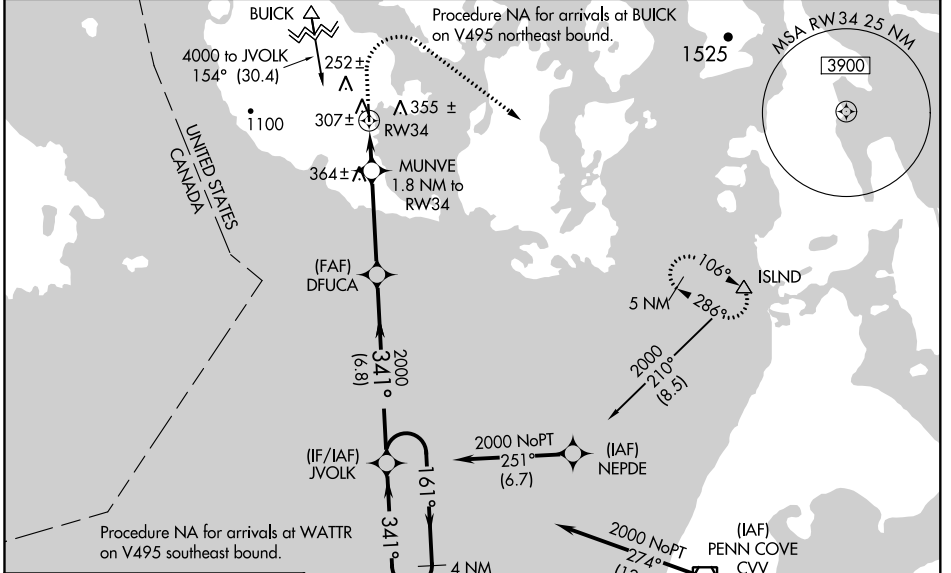
RNAV (GPS) RWY 34

FRIDAY HARBOR (FHR)

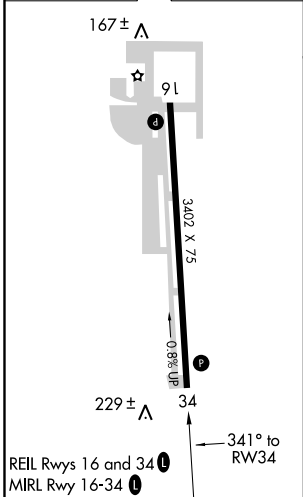
⚠ When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Burlington/Mount Vernon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night. Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington/Mount Vernon altimeter setting; increase all DA 61 feet and all MDA 80 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cat C ¼ mile, and Circling visibility Cat C ¼ mile.

⚠ MISSED APPROACH: Climb to 1000, then climbing right turn to 5000 direct ISLND and hold, continue climb-in-hold to 5000.

ASOS 135.675	WHIDBEY APP CON 118.2 285.65	CTAF 128.25
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ELEV 113	TDZE 108
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1000	5000	ISLND	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 42).	4 NM Holding Pattern
* LNAV only	MUNVE 1.8 NM to RW34	DFUCA	JVOLK	
		2000	2000	2000
		*720	341°	161°
		1.8 NM	3.7 NM	6.8 NM
GP 3.20°				TCH 40
CATEGORY	A	B	C	D
LPV DA	467-1 1/8	359 (400-1 1/8)		NA
LNAV/VNAV DA	513-1 1/4	405 (400-1 1/4)		NA
LNAV MDA	620-1	512 (600-1)	620-1 1/2	512 (600-1 1/2)
CIRCLING	720-1	607 (700-1)	820-2	707 (800-2)
				NA