

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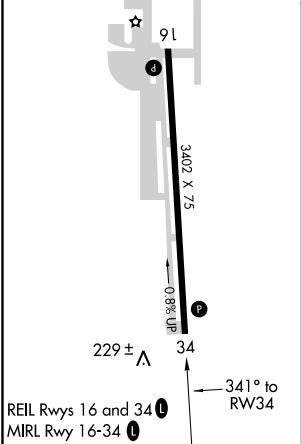
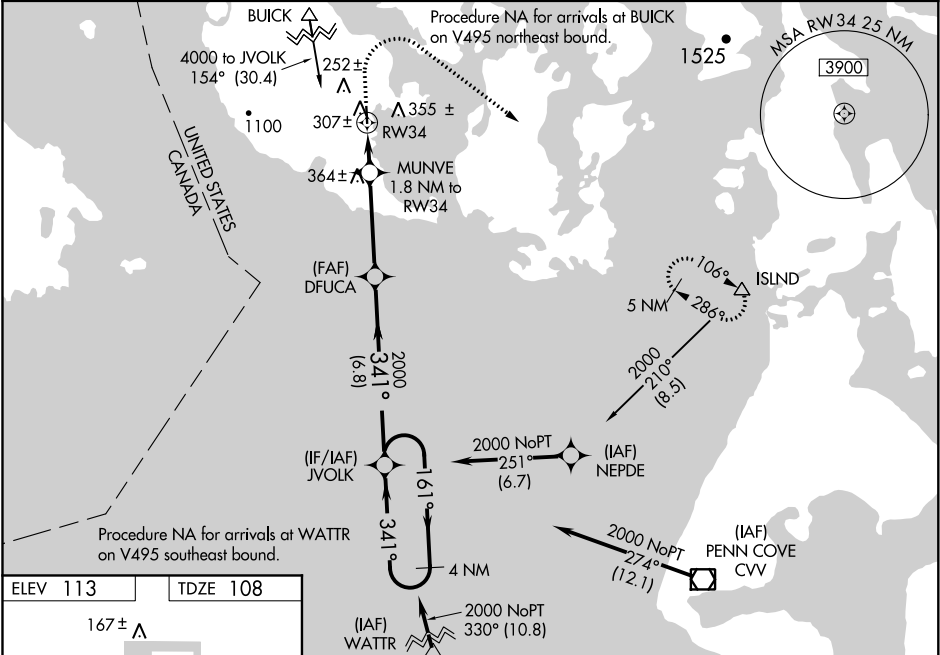
RNAV (GPS) RWY 34

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 <b>135.675</b>	WHIDBEY APP CON <b>118.2 285.65</b>	CTAF <b>128.25</b>
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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		DFUCA		JVOLK	
MUNVE 1.8 NM to RW34		2000		161° → 2000	
RW34		* 720		← 341° 2000	
← 1.8 NM		← 3.7 NM		← 6.8 NM	
CATEGORY		A		B	
LPV DA		467-1 1/8		359 (400-1 1/8)	
LNAV/VNAV DA		513-1 1/4		405 (400-1 1/4)	
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)	