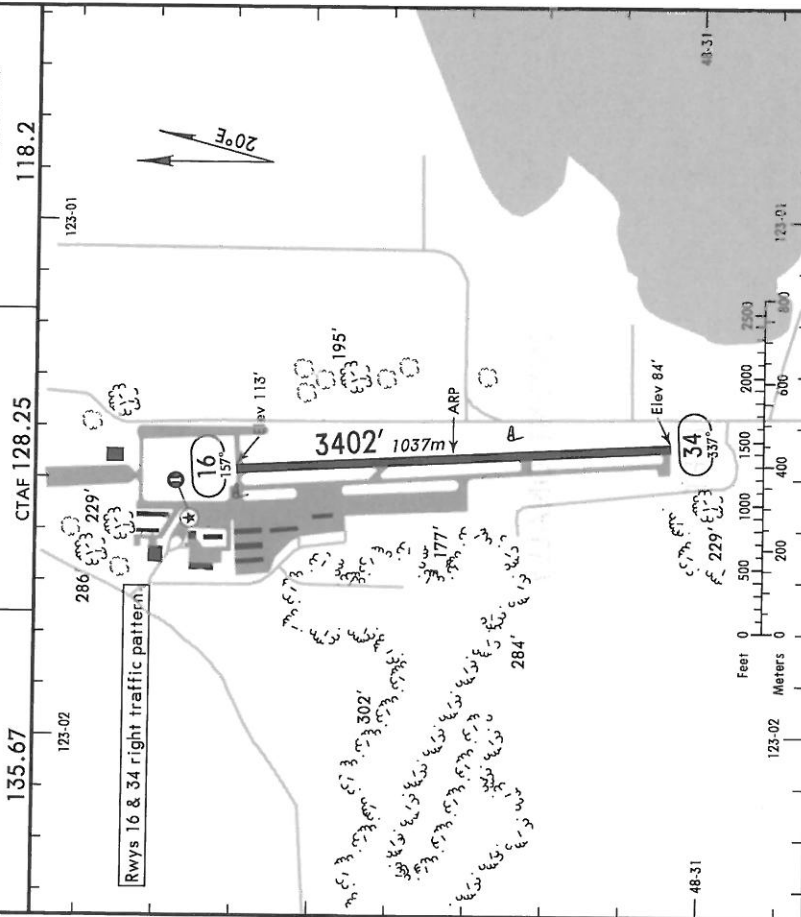


ASOS 135.67 FRIDAY HARBOR Traffic WHIDBEY Departure (R) 118.2



RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	① MIRL	② PAPI-R (angle 4.0°)	Landing Beyond Threshold		
16	① MIRL	② PAPI-R (angle 4.0°)	Threshold		75' 23m
34	① MIRL	① REIL	① PAPI-L (angle 3.5°)		

- ① Activate on 128.25.
- ② Baffled west of centerline; lateral coverage has been narrowed to avoid obstacles; during descent close alignment to runway centerline is necessary.

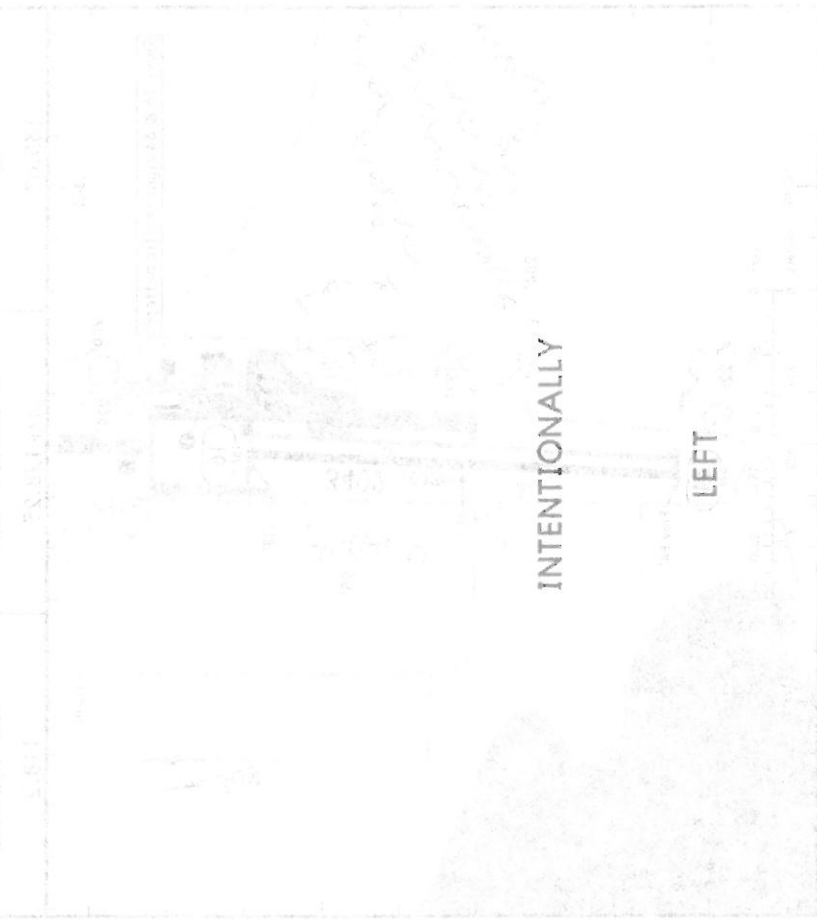
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
Rwy 16		Rwy 34	
Adequate Vis Ref	STD	RNAV(GPS) Rwy 34 NDB Rwy 34	
1 & 2 Eng	1/4	A	800-2
3 & 4 Eng	1/2	B	
		C	
		D	

OBSTACLE DP: Rwy 16, climb to 1000' via heading 157° then climbing left turn direct FHR NDB, thence continue climb-in-hold in FHR NDB holding pattern (hold south, right turns, 339° inbound) to cross FHR NDB at or above 2300' before proceeding on course.

Rwy 34, climb to 1000' via heading 337° then climbing left turn direct FHR NDB, thence continue climb-in-hold in FHR NDB holding pattern (hold south, right turns, 339° inbound) to cross FHR NDB at or above 2300' before proceeding on course.

ALWAYS HARBOR YACHT CLUB
 HARBOR YACHT CLUB
 HARBOR YACHT CLUB

2000
 1111
 1111



INTENTIONALLY

LEFT

BLANK



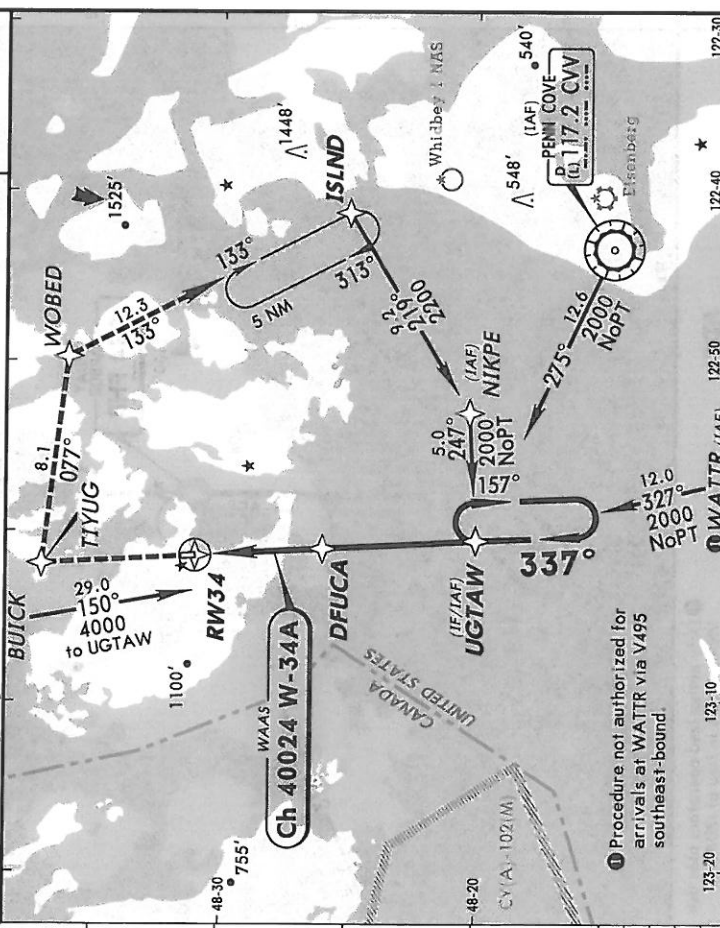
2000
 1111
 1111

1004

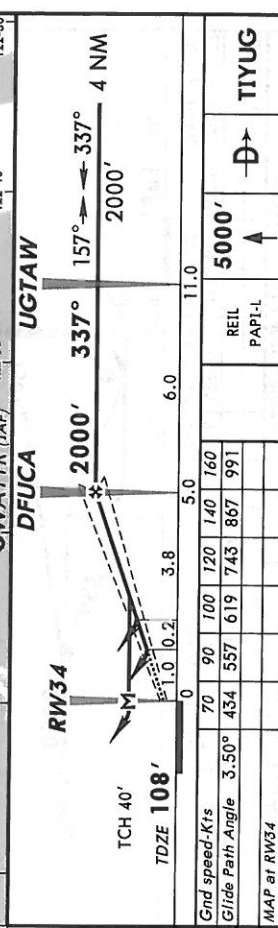
INTENTIONALLY

LEFT

ASOS 135.67		WHIDBEY Approach (R) 118.2		FRIDAY HARBOR Traffic CTAF 128.25	
WAAS Ch 40024 W-34A	Final Apch Crs 337°	Minimum Alt DFUCA 2000' (1892')	LPV DA(H) 500' (392')	Apt Elev 113'	3900'
MISSED APCH: Climb to 5000' direct TIYUG and via 077° track to WOBED and via 133° track to ISLIND and hold.					
Alt Set: INCHES Trans alt: 18000' 1. Procedure not authorized at night when VGS1 inop. 2. Baro-VNAV not authorized below -30°C (-22°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 128.25.					



Procedure not authorized for arrivals at WATTR via V495 southeast-bound.



MAP at RW34		STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
LPV DA(H) 500' (392')	LNAV/VNAV DA(H) 580' (472')	LNAV MDA(H) 640' (532')	LNAV MDA(H) 640' (532')	REIL PAPI-L 5000'	TIYUG D
A	1/4	1	1	90	780' (667') - 1/2
B	1/2	1/2	1/2	120	800' (687') - 2
C	1/2	1/2	1/2	140	
D	NA	NA	NA	D	NA

Not Authorized West of Rwy 16-34
MDA(H)

Max Kts	90
	120
	140

KFHR/FRD
FRIDAY HARBOR

JEPPESEN
17 SEP 10
EFF 23 Sep

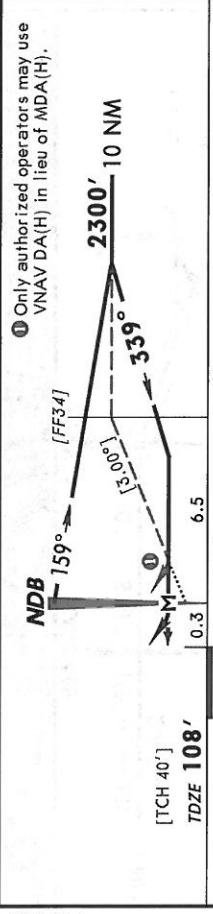
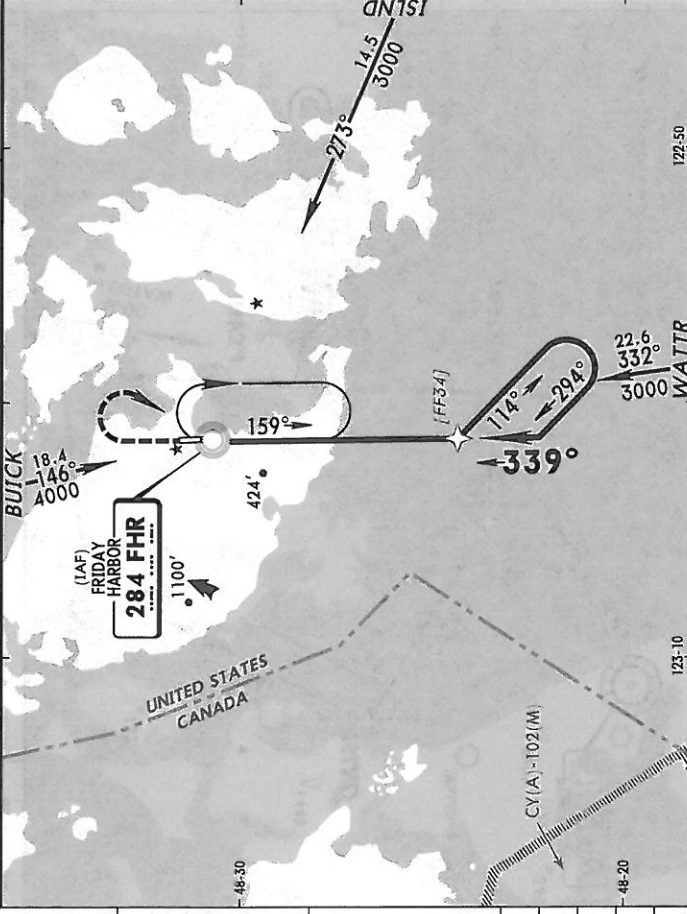
FRIDAY HARBOR, WASH
NDB Rwy 34

ASOS 135.67 118.2 118.2 CTAF 128.25
WHIDBEY Approach (R) FRIDAY HARBOR Traffic

NDB FHR **284** Final Appch Crs **339°** No FAF MDA(H) **800' (692')** Apt Elev **113'** **3900'**
TDZE **108'**

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 128.25. MSA FHR NDB



Grnd speed-Kts	70	90	100	120	140	160	REIL	1200'	2400'	FHR
Descent angle	3.00°	372	478	551	637	743	PAPI-L	1200'	2400'	284
MAP at NDB								RT	RT	

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) 800' (692')		Not Authorized West of Rwy 16-34	
A	1	Max Kts	MDA(H)
B	2	90	800' (687') - 1
C	NA	120	820' (707') - 2
D	NA	140	NA
		D	