

Northwest 2000' of parallel taxiway Rwy 10/28 for ultralight use.
Helicopter training operations on airport with auto rotations on runway.
Deer and birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND	Threshold		
4	① RL PAPI-L (angle 3.0°)			60'
10	① MIRL ① REIL ① VASI-L			100'
28	① MIRL ① REIL ① VASI-L (angle 3.5°)			

① Activate on 123.07.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Eng	Rwys 10, 28		Rwy 22		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	With Mim climb of 240'/NM to 1900'	STD	
1 & 2	1/4	1	1	1	7400-3
3 & 4	1/4	1/2	1/2	1/2	

Eng	Rwy 4		FOR CLIMB IN VISUAL CONDITIONS
	With Mim climb of 370'/NM to 2500'	With Mim climb of 260'/NM to 2500'	
1 & 2	1/4	200-3/4	1300-2
3 & 4	1/4	200-3/4	1300-3

OBSTACLE DP:

Rwys 4, 22: Climbing right turn heading 280° to 2000', then... or climb in visual conditions to cross Skagit Regl Airport at or above 7400'.
Rwy 10: Climbing right turn heading 280° to 2000', then...
Rwy 28: Climb heading 289° to 2100', then...

...Climbing right turn direct BVS NDB. Aircraft departing on BVS NDB 121° bearing clockwise 355° bearing climb on course. All others continue climbing in BVS NDB holding pattern (west, right turns, 112° inbound) to cross BVS NDB at or above 7400' before proceeding on course.

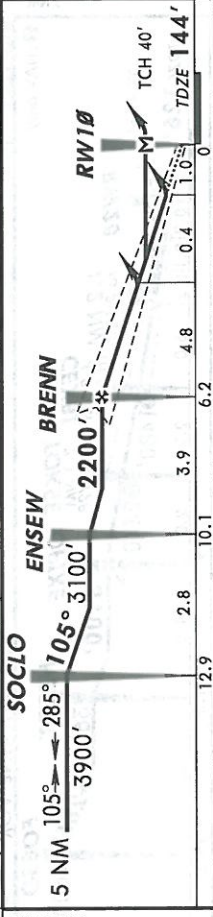
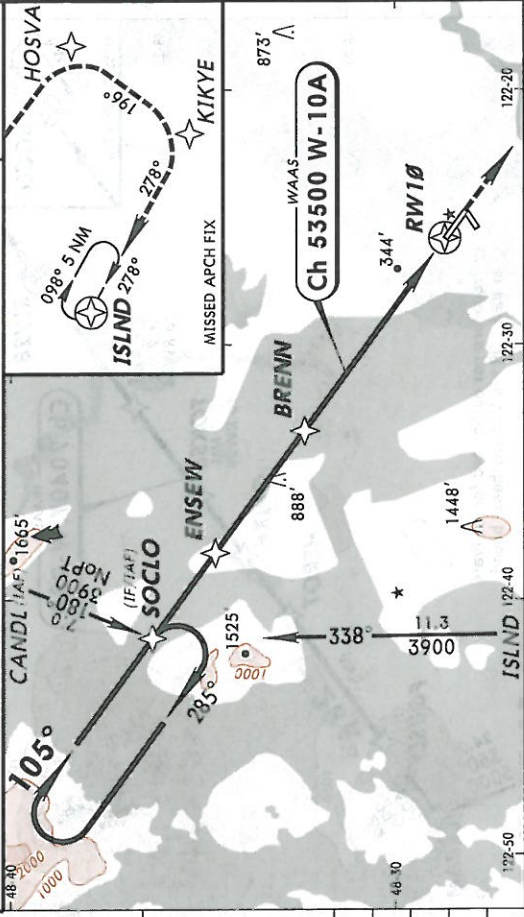
CHANGES: Takeoff minimums, obstacle departure procedure.

AWOS-3 121.12	WHIDBEY Approach (R) 120.7	SKAGIT REGI UNICOM CTAF 123.07
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WAAS Ch 53500 W-10A	Final Apch Crs 105°	Minimum Alt BRENN 2200' (2056')	LPV DA(H) (CONDITIONAL) 497' (355')	Apt Elev 144' TDZE 144'
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MISSED APCH: Climb to 5000' direct HOSVA and via 196° track to KIKYE and via 278° track to ISLND and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES
 Trans level: FL 180
 Trans alt: 18000'
 1. Use Local altimeter setting; if not received, use Friday Harbor altimeter setting.
 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems.
 LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. Baro-VNAV not authorized when using Friday Harbor altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.07.



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	5000'	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)	HOSVA
Glide Path Angle	3.00°	372	478	531	637	743				

LPV DA(H) 497' (355')	STRAIGHT-IN LANDING RWY 10 With Local Altimeter Setting		MAX Kts	
	LNAV/VNAV	MDA(H)		90
	1 3/4	1 1/2		120
	1 1/2	1 1/2		140

LPV DA(H) 577' (433')	With Friday Harbor Altimeter Setting		MAX Kts	
	LNAV/VNAV	MDA(H)		90
	1 3/4	1 1/2		120
	1 1/2	1 3/4		140

