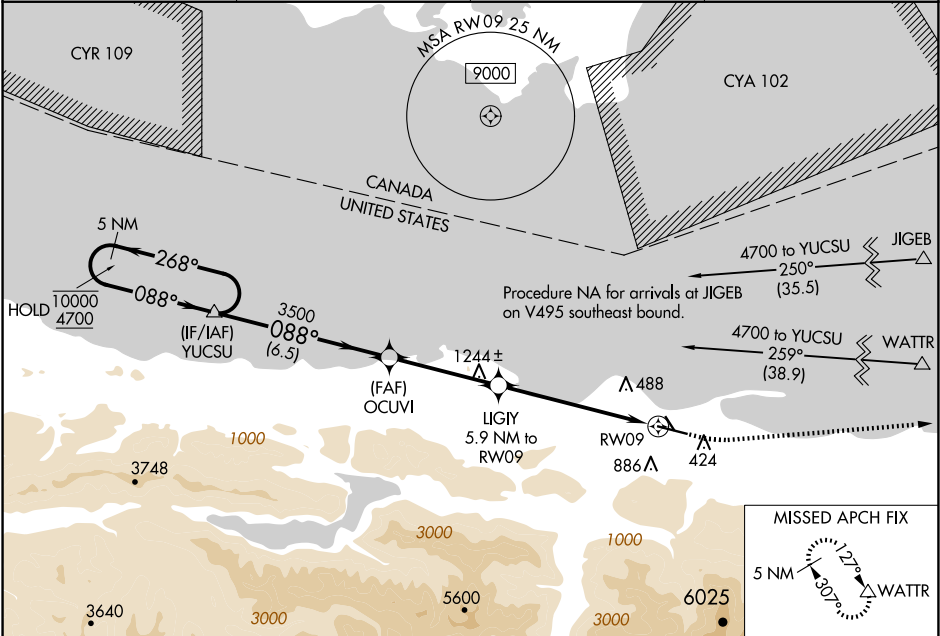


WAAS CH 77703 W09A	APP CRS 088°	Rwy ldg 6347 TDZE 285 Apt Elev 291
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RNAV (GPS) RWY 9
WILLIAM R FAIRCHILD INTL (CLM)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 5400 direct WATTR and hold, continue climb-in-hold to 5400.
 Circling Rwy 13, 31 NA at night. Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1½ SM. Circling NA south of Rwy 9-27.		

ASOS 135.175	WHIDBEY APP CON 118.2 285.65	CLNC DEL 124.15	UNICOM 122.975 (CTAF)
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3520

ELEV 291

TDZE 285

5 NM Holding Pattern

YUCSU

OCUVI

LIGY

5.9 NM to RW09

2.1 NM to RW09

RW09

10000

4700

←268°

088°→

088°

3500

2200

GP 3.00°

TCH 54

6.5 NM

4 NM

3.8 NM

2.1

1000

5400

WATPR

△

Diagram of the final approach segment. It shows a descent from 3500 feet to 2200 feet, then a steeper descent to the runway. Key features include: a 5 NM holding pattern at 10000/4700 feet; a 5.9 NM segment to RW09; a 2.1 NM segment to RW09; and a final descent to the runway. The diagram also shows the runway layout with various markings and a 3235 X 50 runway.

CATEGORY	A	B	C	D
LPV DA	505-½ 220 (300-½)			
LNAV/VNAV DA	757-1⅛ 472 (500-1⅛)			
LNAV MDA	960-½	675 (700-½)	960-1½	675 (700-1½)
CIRCLING	960-1	669 (700-1)	960-1⅞ 669 (700-1⅞)	1000-2¼ 709 (800-2¼)

Diagram of the final approach segment. It shows a descent from 3500 feet to 2200 feet, then a steeper descent to the runway. Key features include: a 5 NM holding pattern at 10000/4700 feet; a 5.9 NM segment to RW09; a 2.1 NM segment to RW09; and a final descent to the runway. The diagram also shows the runway layout with various markings and a 3235 X 50 runway.

MIRL Rwy 9-27

REIL Rwy 27

NW-1, 02 OCT 2025 to 30 OCT 2025

NW-1, 02 OCT 2025 to 30 OCT 2025