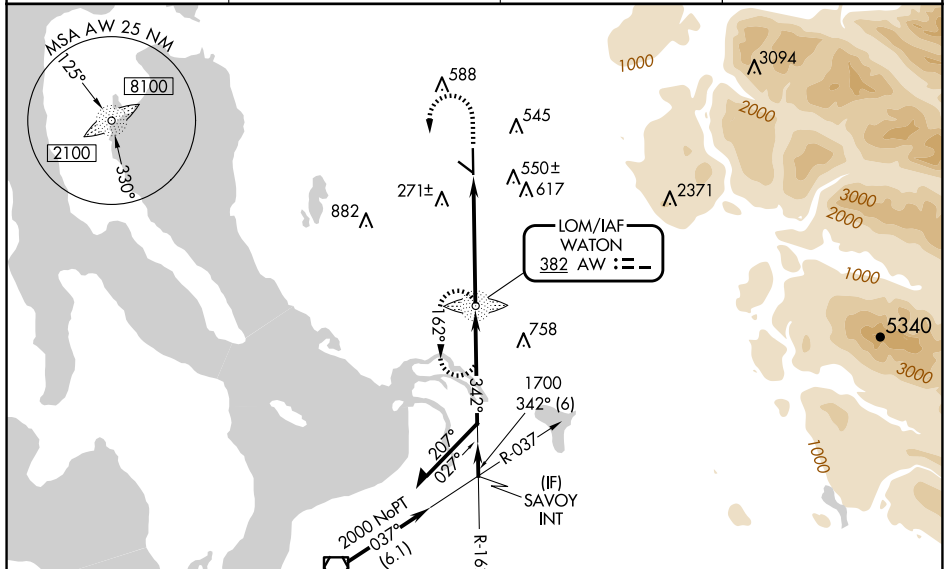


LOM AW 382	APP CRS 342°	Rwy Idg 5332 TDZE 135 Apt Elev 142
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NDB RWY 34
ARLINGTON MUNI (AWO)

T A NA When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats B, C, and D and Circling Cats B and C ¼ SM. For inop MALS when using Whidbey Island NAS (Ault Field) altimeter setting, increase S-34 Cats C and D visibility to 2½.	MALS  A	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.
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AWOS-3PT 135.625	SEATTLE APP CON 128.5 306.9	CLNC DEL 121.725	CTAF 122.725 
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ELEV 142 TDZE 135

MIRL Rwy 16-34
 REIL Rwy 16 **(L)**
 REIL Rwys 11 and 29

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

Diagram illustrating a circling approach procedure for a runway with a 4.7 NM threshold crossing height (TCH) of 46 feet. The diagram shows a 2000-foot aircraft at 1000 feet altitude, descending to 6000 feet, then turning 162 degrees to descend to 1700 feet, and finally turning 342 degrees to descend to 305 feet. A 4.7 NM distance is marked from the runway threshold to the 305-foot altitude point.

CATEGORY	A	B	C	D
S-34	860- ³ / ₄ 725 (800- ³ / ₄)		860-1 ³ / ₄ 725 (800-1 ³ / ₄)	
CIRCLING	860-1 718 (800-1)	900-1 758 (800-1)	1000-2 ¹ / ₂ 858 (900-2 ¹ / ₂)	1040-3 898 (900-3)