

WAAS CH 40038 W16A	APP CRS 193°	Rwy Ldg 2901 TDZE 35 Apt Elev 35
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RNAV (GPS) RWY 16
ORCAS ISLAND (ORS)

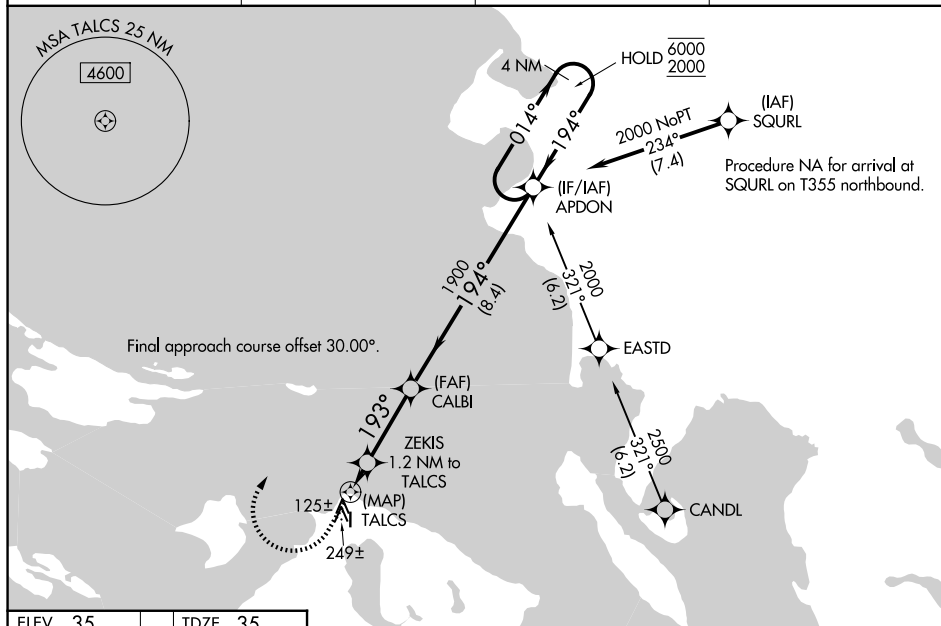
RNP APCH - GPS.

- T** Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Circling Rwy 34 NA at night. When local altimeter setting not received, use FHR altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct APDON and hold.

- *Missed approach requires minimum climb of 228 feet per NM to 700.
#Missed approach requires minimum climb of 290 feet per NM to 880.

AWOS-3P 135.425	WHIDBEY APP CON 118.2 285.65 (S)	VICTORIA APP CON 132.7 (N)	CTAF 128.25
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The diagram illustrates the MIRA 16-34 intersection. Key features include:

- ELEV 35**: Elevation marker at the top left.
- TZDE 35**: Transition zone elevation marker at the top center.
- APDON**: Aeronautical Decision Point, indicated by a star symbol.
- CALBI**: Calibration point, marked with an 'X'.
- Holding Patterns**: Two holding patterns are shown: one for the 4 NM segment and another for the 0.7 NM segment.
- Distances**: Various distances are marked along the routes, including 0.7 NM, 1.2 NM, 3.1 NM, and 8.4 NM.
- Angles**: Several angles are specified, such as 193°, 194°, and 014°.
- Speeds**: Speed limits or recommended speeds are noted, including 340, 2000, and 1900.
- Altitudes**: Altitude markers like 760 and 1900 are present.
- Other Labels**: Labels like 'TALCS', 'ZEKIS', and 'TCH 35' provide additional context for the flight paths.