

**RADAR INSTRUMENT APPROACH MINIMUMS**

**CHEYENNE, WY**

Amdt 2, 29MAR18 (21112) (FAA)

ELEV **6160**

**CHEYENNE RGNL/JERRY OLSON FLD (CYS)**

RADAR-1 124.55 263.075 **▽ ▲** NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	27	3.0°/55/918	ABCDE	<b>6321/24</b>	200	(200-½)				
ASR	27		AB	<b>6560/24</b>	439	(500-½)	CDE	<b>6560/40</b>	439	(500-¾)
<b>C</b> CIR	ALL RWY		AB	<b>6640-1</b>	480	(500-1)	C	<b>6900-2</b>	740	(800-2)
			D	<b>6940-2½</b>	780	(800-2½)	E	<b>6980-3</b>	820	(900-3)

For inoperative ALS, increase PAR 27 Cat E visibility to RVR 4000 and ASR 27 Cat E visibility to 1¼ SM. PAR not available when ASR out of service.

28 NOV 2024 to 26 DEC 2024

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**WHIDBEY ISLAND NAS (AULT FLD) (KNUW),** Oak Harbor, WA Amdt 4

08AUG24 (24221) (USN)

ELEV 47

**RADAR - (E)** 126.05 126.85 266.8 299.6 310.8 322.5 327.0 343.75 **▼**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAT</u>	<u>CEIL-VIS</u>	
PAR <sup>1</sup>	14 <sup>2,3</sup>	3.0°/50/981	ABCDE	<b>139/12</b>	100	(100-¼)	
	7	3.0°/50/975	ABCDE	<b>125/24</b>	100	(100-½)	
	25 <sup>2</sup>	3.0°/50/896	ABCDE	<b>128/16</b>	100	(100-¼)	
	32 <sup>2,3,4</sup>	3.0°/50/1177	ABCDE	<b>174/16</b>	127	(200-¼)	
PAR W/O GS <sup>1</sup>	14 <sup>5</sup>		AB	<b>440/30</b>	401	(400-⅝)	
			CDE	<b>440/40</b>	401	(400-¾)	
	7		ABCDE	<b>400/55</b>	375	(400-1)	
			AB	<b>560/30</b>	532	(600-⅝)	
	25 <sup>6</sup>		CDE	<b>560/55</b>	532	(600-1)	
			AB	<b>560/24</b>	513	(600-½)	
32 <sup>7</sup>		CDE	<b>560/55</b>	513	(600-1)		
ASR	7		AB	<b>460/55</b>	435	(500-1)	
			CDE	<b>460-1¼</b>	435	(500-1¼)	
	14 <sup>8,9</sup>		AB	<b>600/24</b>	561	(600-½)	
			CDE	<b>600-1¼</b>	561	(600-1¼)	
	25 <sup>10,11</sup>		AB	<b>760/24</b>	732	(800-½)	
			CDE	<b>760-1⅝</b>	732	(800-1⅝)	
	32 <sup>12</sup>		AB	<b>700/24</b>	653	(700-½)	
			CDE	<b>700-1⅝</b>	653	(700-1⅝)	
	<b>C</b> CIRCLING			AB	<b>760-1</b>	713	(800-1)
				C	<b>860-2½</b>	813	(900-2½)
D				<b>900-2¾</b>	853	(900-2¾)	
E				<b>1200-3</b>	1153	(1200-3)	

28 NOV 2024 to 26 DEC 2024

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<sup>1</sup>No-NOTAM MP: PAR 1600-0800Z++ Mon.  
<sup>2</sup>When ALS inop, increase RVR to 24, vis to ½ mile.  
<sup>3</sup>When TDZ/CL inop, increase RVR to 24.  
<sup>4</sup>VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 38).  
<sup>5</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.  
<sup>6</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.  
<sup>7</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¾ miles.  
<sup>8</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¾ miles.  
<sup>9</sup>Step down fix at 3 NM from thld, 1040 min.  
<sup>10</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 2 miles.  
<sup>11</sup>Step down fix at 2 NM from thld, 780 min.  
<sup>12</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¾ miles.

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