

RADAR INSTRUMENT APPROACH MINIMUMS

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

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)ELEV 47

Oak Harbor, WA Amdt 5 19FEB26 (26050) (USN)

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

|                  | <u>RWY</u>        | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAT/</u><br><u>HAT</u> | <u>CEIL-VIS</u> |
|------------------|-------------------|-------------------|------------|------------------------------|------------------------------------------|-----------------|
| PAR <sup>1</sup> | 14 <sup>23</sup>  | 3.0°/50/981       | ABCDE      | 139/12                       | 100                                      | (100-¼)         |
|                  | 7                 | 3.0°/50/975       | ABCDE      | 125/24                       | 100                                      | (100-½)         |
|                  | 25 <sup>2</sup>   | 3.0°/50/896       | ABCDE      | 128/16                       | 100                                      | (100-¾)         |
|                  | 32 <sup>234</sup> | 3.0°/50/1177      | ABCDE      | 174/16                       | 127                                      | (200-¼)         |
| ASR <sup>5</sup> | 7                 |                   | AB         | 460/55                       | 435                                      | (500-1)         |
|                  |                   |                   | CDE        | 460-1¼                       | 435                                      | (500-1¼)        |
|                  | 14 <sup>67</sup>  |                   | AB         | 600/24                       | 561                                      | (600-½)         |
|                  |                   |                   | CDE        | 600-1¼                       | 561                                      | (600-1¼)        |
|                  | 25 <sup>89</sup>  |                   | AB         | 760/24                       | 732                                      | (800-½)         |
|                  |                   |                   | CDE        | 760-1%                       | 732                                      | (800-1%)        |
|                  | 32 <sup>10</sup>  |                   | AB         | 700/24                       | 653                                      | (700-½)         |
|                  |                   |                   | CDE        | 700-1%                       | 653                                      | (700-1%)        |

<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>Circling not authorized.

<sup>6</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE visibility to 1% miles.

<sup>7</sup>Step down fix at 3 NM from thld, 1040 min.

<sup>8</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.

<sup>9</sup>Step down fix at 2 NM from thld, 780 min.

<sup>10</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1% miles.

01 OCT 2026 to 29 OCT 2026

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