

# RADAR MINS

24221

N1

## 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</b> /24	200	(200-½)				
ASR	27		AB	<b>6560</b> /24	439	(500-½)	CDE	<b>6560</b> /40	439	(500-¾)
<b>C</b> CIR	ALL RWY		AB	<b>6640</b> -1	480	(500-1)	C	<b>6900</b> -2	740	(800-2)
			D	<b>6940</b> -2½	780	(800-2½)	E	<b>6980</b> -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.

### GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF),

ELEV 301

Fort Lewis, WA Amdt 1 10AUG23 (23222) (USA) RADAR - (E) 128.2 239.0 **▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	15	3.0°/55/947	ABCD	<b>500</b> /24	200	(200-½)
	33	3.0°/39/730	ABCD	<b>550</b> -½	250	(300-½)

<sup>1</sup>No-NOTAM MP 1400-1600Z++ Fri. POC DSN 677-3883 or C253-477-3883. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9.

05 SEP 2024 to 03 OCT 2024

05 SEP 2024 to 03 OCT 2024

NW-1

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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	(400-¾)
			CDE	<b>440/40</b>	401	(400-¾)
	7		ABCDE	<b>400/55</b>	375	(400-1)
			AB	<b>560/30</b>	532	(600-¾)
	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>760-1½</b>	732	(800-1½)
	32 <sup>12</sup>		AB	<b>700/24</b>	653	(700-½)
			CDE	<b>700-1¾</b>	653	(700-1¾)
<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)

05 SEP 2024 to 03 OCT 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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