

RADAR MINS

09155

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ ▲ NA

	RWY	GS/TCH/RPICAT	ABCDEF	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	27	3.0°/55/918	ABCDEF	6321/24	200	(200-½)				
ASR	9		ABC	6500-1	357	(400-1)	DE	6500-1¼	357	(400-1¼)
	27		ABC	6520/24	399	(400-½)	DE	6520/50	399	(400-1)
CIR	ALL		AB	6660-1	501	(600-1)	C	6660-1½	501	(600-1½)
			D	6720-2	561	(600-2)	E	6960-2¾	801	(900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (09155 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹³	15	3.0°/55/947	ABCD	499/40	200	(200-¾)
	33 ²	3.0°/39/730	ABCD	500-¾	200	(200-¾)

¹Opr Mon-Fri 1600-0759Z++, exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB. ²PAR not authorized when R6703D is active. ³Circling not authorized.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 700, then climbing left turn to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED). LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

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KLAMATH FALLS (KLMT), (KINGSLEY FIELD), OR (09071 USAF)RADAR - (E) ¹Call Kingsley GCA 123.675 233.7 119.175x 317.7x 225.4x 256.7x ∇ ELEV 4095

	<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 ²	32 ³	3.0 ⁴ /48/909	ABCDE	4345/24	250	(300- $\frac{1}{2}$)
	14 ⁴	3.0 ⁴ /47/905	ABCDE	4391- $\frac{3}{4}$	300	(300- $\frac{3}{4}$)
ASR	32 ⁵		AB	4720/24	625	(700- $\frac{1}{2}$)
			C	4720/60	625	(700-1 $\frac{1}{4}$)
			D	4720-1 $\frac{1}{2}$	625	(700-1 $\frac{1}{2}$)
			E	4720-1 $\frac{3}{4}$	625	(700-1 $\frac{3}{4}$)
14 ⁶			AB	4800- $\frac{3}{4}$	709	(800- $\frac{3}{4}$)
			C	4800-1 $\frac{3}{4}$	709	(800-1 $\frac{3}{4}$)
			D	4800-2	709	(800-2)
			E	4800-2 $\frac{1}{4}$	709	(800-2 $\frac{1}{4}$)
CIR ⁷	All Rwy		A	4820-1	725	(800-1)
			B	5020-1 $\frac{1}{4}$	925	(1000-1 $\frac{1}{4}$)
			C	5020-2 $\frac{3}{4}$	925	(1000-2 $\frac{3}{4}$)
			D	5020-3	925	(1000-3)
			E	5620-3	1525	(1600-3)

¹MILITARY USE ONLY. Opr 1600-0000Z++ Mon-Fri. ²No-NOTAM preventive maint sked; 1600-1700Z++ Thu. ³When ALS inop, increase CAT AB RVR to 40, vis to $\frac{3}{4}$ mile, CAT CDE RVR to 50, vis to 1 mile. ⁴When ALS inop, increase vis to 1 mile. ⁵When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1 $\frac{1}{4}$ miles, CAT D vis to 2 miles, CAT E vis to 2 $\frac{1}{4}$ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT C to 2 miles, CAT D to 2 $\frac{1}{4}$ miles, CAT E to 2 $\frac{1}{2}$ miles. ⁷CAT E circling NA from Rwy 14 clockwise to Rwy 32. Circling to Rwy 7/25 Not Authorized at night all CATs.

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

ELEV 193

A J EISENBERG

RADAR - 118.2 285.65 ∇ \triangle NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	7		AB	620-1	427	(500-1)
			CD	NA		
CIR	All Rwy		A	620-1	427	(500-1)
			B	660-1	467	(500-1)
			CD	NA		

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

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WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (09071 USN)

ELEV 47

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

	<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 ¹	25 ^{2 3 10}	3.0°/40/718	ABCDE	228-½	200	(200-½)
	14 ^{5 11}	3.0°/49/947	ABCDE	139-¾	100	(100-¾)
	7	3.0°/50/961	ABCDE	125-½	100	(100-½)
	32 ^{2 10}	3.0°/34/776	ABCDE	147-¾	100	(100-¾)
W/O GS	25 ^{3 6}		ABC	480-¾	452	(500-¾)
			DE	480-1	452	(500-1)
	14 ^{7 11}		AB	340-½	301	(300-½)
			CDE	340-¾	301	(300-¾)
	7		ABCDE	300-1	275	(300-1)
	32 ^{8 10}		ABC	500-¾	453	(500-¾)
DE			500-1	453	(500-1)	
ASR	7		AB	440-1	415	(400-1)
			CD	440-1½	415	(400-1½)
			E	440-1½	415	(400-1½)
	14 ^{4 11}		AB	600-½	561	(600-½)
			C	600-1	561	(600-1)
			D	600-1½	561	(600-1½)
			E	600-1½	561	(600-1½)
	32 ^{8 11}		AB	680-½	633	(700-½)
			C	680-1½	633	(700-1½)
			D	680-1½	633	(700-1½)
			E	680-1¾	633	(700-1¾)
	25 ⁴		AB	760-½	732	(800-½)
			C	760-1½	732	(800-1½)
			D	760-1¾	732	(800-1¾)
			E	760-2	732	(800-2)
CIR ⁹		A	780-1	733	(800-1)	
		B	800-1½	753	(800-1½)	
		C	800-2¼	753	(800-2¼)	
		D	860-2¾	813	(900-2¾)	
		E	1100-3	1053	(1100-3)	

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Caution: Trees 265' MSL, 3270' from THLD, 1647' right of RCL. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁶When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁷When ALS inop, increase vis CAT ABCDE to 1 mile. ⁸When ALS inop, increase vis CAT ABC to 1¼ mile, CAT DE to 1½ mile. ⁹When CIRCLING to RWY 25 or 32, increase vis CAT A to 1¼ mile. ¹⁰Amdt 2. ¹¹Amdt 1.

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