

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: ATA <input checked="" type="checkbox"/> AAT <input type="checkbox"/> ALPA <input checked="" type="checkbox"/> APA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> NBAA <input checked="" type="checkbox"/> OTHER (specify) <input checked="" type="checkbox"/> ZLC, ARPT MGR		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: ROY E. CURRIE	FIFO AJV-354	DATE: 11/01/2011
APPROVED BY		
NAME: DEZ SILAGYI MANAGER	FIFO AJV-354	DATE:
CHANGES:		
<ol style="list-style-type: none"> 1. CHANGED FINAL COURSE FROM: 159.00; TO: 156.78. 2. MOVED FINAL STEPDOWN FIX "IKETY" 704.82FT NORTHWEST. 3. RAISED FINAL STEPDOWN FIX ALTITUDE FROM: 4960; TO: 5040. 4. CHARTED VDP. 5. RAISED MISSED APPROACH HOLDING ALTITUDE FROM: 6800; TO: 7000. 6. CHANGED MINIMUMS FROM: S-16 MDA 4960/HAT 781 ALL CATS, VIS CAT A 1 CAT B 1 1/4 CAT C 2 1/4 AND CAT D 2 1/2. CIRCLING CMDA 4960/HAA 733 ALL CATS, VIS CAT A 1 CAT B 1 1/4 CAT C 2 1/4 AND CAT D 2 1/2. (IKETY) DME FIX MINIMUMS; S-16 MDA 4600/HAT 421 ALL CATS, VIS CAT A AND B 1 CAT C 2 AND CAT D 2 1/4. CIRCLING CMDA CAT A 4840/HAA 613 VIS 1, CAT B-D CMDA 4900/HAA 673, VIS CAT B 1 CAT C 2 AND CAT D 2 1/4. TO: S-16 MDA 5040/HAT 866 ALL CATS, VIS CAT A 1 CAT B 1 1/4 CAT C AND CAT D 2 1/2. CIRCLING CMDA 5040/HAA 788 ALL CATS, VIS CAT A 1 CAT B 1 1/4 CAT C AND CAT D 2 1/2. (IKETY) DME FIX MINIMUMS; S-16 MDA 4600/HAT 426 ALL CATS, VIS CAT A AND B 1 CAT C AND CAT D 1 1/4. CIRCLING CMDA CAT A 4880/HAA 628 VIS 1, CAT B-D CMDA 4900/HAA 648, VIS CAT B 1 CAT C 1 3/4 AND CAT D 2. 7. CHANGED RLY VOR/DME MSA FROM: 180-270 8300, 270-360 7000, 360-180 9500; TO: 180-270 8500, 270-360 7300, 360-180 9300. 8. REMOVED "OR GPS" FROM PROCEDURE NAME. 9. ADDED NOTE: "WHEN VGS1 INOP, CIRCLING TO RWY 34 NA AT NIGHT. SEE 8260-10" 		
REASONS:		
<ol style="list-style-type: none"> 1. FINAL COURSE DID NOT INTERCEPT EXTENDED RUNWAY CENTERLINE WITHIN ACCEPTABLE RANGE. 2. ALIGN WITH NEW FINAL COURSE. 3, 4. ALLOWS FOR VDP TO BE CHARTED. 5. PER CHECKLIST REQUEST. 6. UPDATED AIRPORT SURVEY AFFECTED HAT/HAA, AND INCREASE ALTITUDE AT THE STEPDOWN FIX CHANGED THE NO-DME MINS. 7. AAO CONSIDERATION RAISED THE FIRST TWO SECTORS AND THE SECTOR 360-180 MINIMUM WAS LOWERED, DTED AND MAP STUDY DID NOT IDENTIFY PREVIOUS TERRAIN REQUIRING A 9500 MSA. 8. SEPARATE RNAV (GPS) PROCEDURES BEING DEVELOPED AND PUBLISHING CONCURRENT WITH THIS PROCEDURE. 9, 10. 20:1 PEN. 11. PUBLISHABLE VDP WITH STANDARD NOTE FOR ALT ALTIMETER USE. 12. VISIBILITY CHANGED. 		

QUALITY
 &
 CHECKED

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

**VOR STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.23**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):

CHART NOTE: VDP NA WITH GREYBULL ALTIMETER SETTING.

***5180 WHEN USING GREYBULL ALTIMETER SETTING.**

QUALITY
4
CHECKED

CITY AND STATE WORLAND, WY	ELEVATION: 4252 THRE: 4174 AIRPORT NAME: WORLAND MUNI	FACILITY IDENTIFIER: RLY	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: VOR RWY 16, AMDT 6	SUP: VOR OR GPS RWY 16
				AMDT: 5C
				DATED: 03/12/2009

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE							
COORDINATED WITH: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center; padding: 2px;">ATA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AAT <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">ALPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">APA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AOPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">NBAA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">OTHER (specify) <input type="checkbox"/> _____</td> </tr> </table>			ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input type="checkbox"/> _____
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FLIGHT CHECKED BY									
NAME:	FIFO	DATE:							
DEVELOPED BY									
NAME:	FIFO	DATE:							
APPROVED BY									
NAME:	FIFO	DATE:							
CHANGES: CHANGES CONT. 10. ADDED NOTE: "VISIBILITY REDUCTION BY HELICOPTERS NA." 11. ADDED VDP NA NOTE FOR USE OF KGEY ALTIMETER. 12. CHANGED ALTERNATE MINIMUMS.									
REASONS:									

QUALITY
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 CHECKED

PART B - SUPPLEMENTAL DATA										
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE				3. ALTIMETER SETTING			
ZLC ARTCC					N W S		OTHER:		SOURCE: KWRL / KGEY	
			X		F A A		ASOS/ASOS		DISTANCE: 0 / 33.79	
					A / C				HOURS REMOTE OPERATION:	
SATISFACTORY ON:										
X	V H F		X	U H F		H F		LOCATION: KWRL/KGEY		ADJUSTMENT: 0
4. MONITOR STATUS	PRIMARY NAVAID: RLY VOR/DME									
	MONITOR POINT: POCC									
	HRS OPTN:	CAT 1								24
5. APPROACH & RUNWAY LIGHTING										
	X									
	X									
	X									
6. RUNWAY MARKINGS	BASIC									
	ALL WEATHER									
	INSTRUMENT NPI-G 16, 34									
7. RUNWAY VISUAL RANGE	APPROACH									
	MIDFIELD									
	ROLL OUT									
8. GLIDE PATH	GP ANGLE:				ELEV RWY THRESHOLD:					
	DISTANCE FROM RWY:				ELEV GP ANTENNA:					
	THRESHOLD CROSSING HEIGHT:									
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD 3006				FT. FROM THRESHOLD		
			X	ON CENTERLINE				FT. FROM CENTERLINE		
10. WAIVERS: NONE										
PART D - PREPARED BY: ROY E. CURRIE						DATE: 11/01/2011				
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-354				

PART C - REMARKS:
 PRECIPITOUS TERRAIN EVALUATION COMPLETED.
 SEE ATTACHED AIRSPACE LETTER.
 RASS PRESSURE PATTERNS SAME
 KWRL 4252, KGEY 3942
 VEGETATION HEIGHT: PER AIRPORT LETTER, 50' WITHIN 5NM.
 VGSI DATA: 3.00/63
 ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL"
 PENETRATIONS:
 20:1
 RW34:
 4269 RD (KWRLT0316) 435704.90N/1075706.52W (8.81)
 4270 RD (KWRLT0319) 435704.69N/1075704.96W (8.26)
 4270 RD (KWRLT0320) 435704.51N/1075703.55W (6.90)
 4270 RD (KWRLT0324) 435704.31N/1075702.17W (5.46)
 34:1
 RW16:
 4215 TREE (KWRLT0293) 435829.62N/1075709.28W (11.81)
 4212 TREE (KWRLT0288) 435828.18N/1075708.18W (13.29)
 FINAL APPROACH COURSE CHANGED FROM 159.00M, TO 156.78M
 FOR 3006' INTERCEPT RWY EXTENDED CENTERLINE.

QUALITY
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RADIO FIX AND HOLDING DATA RECORD

NAME: IKETY

STATE: WY

COUNTRY: US

LATITUDE/LONGITUDE: 440048.03N/1075747.28W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC	MAA	MAA
								NM FEET		
1	WORLAND	RLY	VOR/DME	L	336.78	349.78	3.00	3.00	5040	5300

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

WORLAND (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR RWY 16	1		KWRL	WORLAND	WY (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1

DATE OF REVISION: 07/26/2012

REASON FOR REVISION:

1. FIX MOVED TO ALIGN WITH NEW FINAL COURSE AT THE 3000FT POINT AND TO ALLOW FOR RASS ADJUSTMENT. FIX MOVED 704.82FT NW FROM: 440049.10N/1075737.75W.
2. FIX CONVERTED FROM CNF TO DME FIX.

DEVELOPED BY:

DATE: 11/02/2011

OFFICE: AJV-354

NAME: ROY CURRIE

APPROVED BY:

DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZLC
ATC FACILITY:
OTHER:

QUALITY
1
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: WORLAND VOR/DME

STATE: WY

COUNTRY: US

LATITUDE/LONGITUDE: 435750.90N/1075703.02W

TYPE:

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	WORLAND	RLY	VOR/DME	L							17500

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING ALTITUDES MIN	MAX	TEMPLATES MIN	MAX
1	N	RLY	VOR/DME	339.00	159.00	R	1-1 1/2	6800	17500	8	16

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	230	AAO	441046.66N/1080647.70W	4959	2C
1	310	AAO	434951.00N/1080606.00W	5560	2C

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERN.

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
1	VOR RWY 16	KWRL	WORLAND	WY (US)
1	TAKE-OFF MINIMUMS	KWRL	WORLAND	WY (US)

REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	CASPER	1		KCPR	CASPER	WY (US)
DP	TAKE-OFF MINIMUMS	1	1	KWRL	WORLAND	WY (US)
EN ROUTE	V319					(US)
EN ROUTE	V324					(US)
EN ROUTE	V401					(US)
IAP	NDB RWY 34	1		KGEY	GREYBULL	WY (US)
IAP	RNAV (GPS) RWY 34			KGEY	GREYBULL	WY (US)
IAP	RNAV (GPS) RWY 16			KWRL	WORLAND	WY (US)
IAP	VOR RWY 16		1	KWRL	WORLAND	WY (US)

REQUIRED CHARTING: DP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 9

DATE OF REVISION: 05/31/2012

REASON FOR REVISION:

1. UPDATED FIX COORDINATES TO MATCH FACILITY; FROM: 435750.88N/1075703.02W.
2. ADDED DP TO REQUIRED CHARTING.
3. UPDATED FIX USE.

DEVELOPED BY: DATE: 09/08/2011 OFFICE: AJV-354 NAME: ROY CURRIE

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZLC
 ATC FACILITY:
 OTHER:



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **WORLAND**

STATE: **WY**

AIRPORT NAME: **WORLAND MUNI**

ID: **KWRL**

PROCEDURE: **VOR RWY 16**

AMDT: **6**

DOCKET # :

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **FACILITY** to 1000' point **7.00**
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **3.17**
(Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **169.78**
4. High Terrain in **FINAL** segment containing 1000' point **4567**
5. Distance from * to 1500' point
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of segment at 1500' point
7. True Course of segment containing 1500' point
8. High Terrain in segment containing 1500' point
9. Threshold Coordinates (if straight-in) ... **435817.53N / 1075713.49W**
10. ARP Coordinates **435746.61N / 1075701.79W**
11. Runway Approach End and distance furthest from ARP.....RWY **34**

Distance **0.63** NM
12. FAF Coordinates /
(Click to Select)

REMARKS: Approach/Drawing attached. * 1500' POINT IN PT MANEUVERING AREA.
REQUEST 1000' AIRSPACE IN PT.