

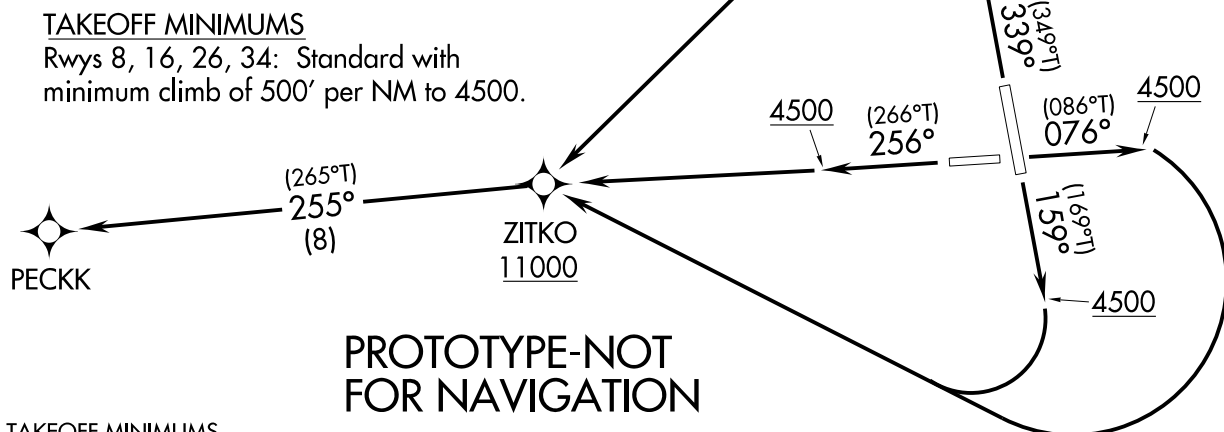
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> SID	<b>Date Open:</b> 09/19/2014	<b>Task #:</b> 2014091931567501002	<b>Request #:</b> 20140919315675
<b>Procedure:</b> SID PECKK (RNAV) TWO GREYBULL WY KGEY			<b>Airport ID:</b> KGEY	<b>Airport:</b> SOUTH BIG HORN COUNTY	<b>Reimbursable #:</b> NO	
<b>City:</b> GREYBULL	<b>ST:</b> WY	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/12/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> LIAM DONAHUE	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	04/07/2017	05/04/2017	DONALD LANIER	QUALITY   Digitally signed by		
<b>QA:</b>	05/04/2017			20 <b>BRIAN J BICKETT</b>		
<b>Liaison:</b>				CHECKED   Jun 02, 2017		
<b>Procedure Comments:</b>			ENROUTE	<b>Remark Type:</b> INFORMATION		
<div>ASSIGNED MAG VAR KGEY: OLD 14E - NEW 10E GEY NDB: OLD 14E - NEW 10E</div> <div>PENDING DATA USED FOR KGEY AIRPORT AND RUNWAYS. PENDING DATA USED FOR GEY NDB.</div> <div>CONTACT: DON LANIER, AJV, 5431 MANAGER, 405.954-8242</div>						

QUALITY  
15  
CHECKED

ASOS  
135.325  
CTAF  
122.900  
SALT LAKE CENTER  
127.75 351.9

**TOP ALTITUDE:  
Assigned by ATC**

NOTE: GPS required.  
NOTE: RNAV 1.



#### TAKEOFF MINIMUMS

- Rwy 8: Tree abeam DER, 313' left of centerline, 3921' MSL.  
Road and bush beginning 8' from DER, 299' left of centerline, up to 15' AGL/3932' MSL.  
Fence beginning 15' from DER, 438' right of centerline, up to 6' AGL/3925' MSL.  
Fence beginning 74' from DER, 443' right of centerline, up to 11' AGL/3928' MSL.  
Buildings beginning 279' from DER, 408' right of centerline, up to 19' AGL/3935' MSL.  
Aircraft and road beginning 337' from DER, 379' left of centerline, up to 3940' MSL.  
Building 398' from DER, 492' right of centerline, 22' AGL/3937' MSL.  
Poles beginning 425' from DER, 594' right of centerline, up to 33' AGL/3950' MSL.
- Rwy 16: Electrical system 9' from DER, 54' left of centerline, 10' AGL/3917' MSL.  
Light support structure 9' from DER, 55' right of centerline, 2' AGL/3917' MSL.
- Rwy 26: Fence beginning 3' from DER, 450' left of centerline, up to 7' AGL/3951' MSL.  
Tree 84' from DER, 178' right of centerline, 3944' MSL.  
Tree 171' from DER, 298' right of centerline, 14' AGL/3954' MSL.  
Fence beginning 181' from DER, 439' left of centerline, up to 3953' MSL.  
Fence 411' from DER, 436' left of centerline, 7' AGL/3954' MSL.  
Transmission line tower and trees beginning 523' from DER, 439' left of centerline, up to 22' AGL/3969' MSL.  
Pole 594' from DER, 300' right of centerline, 11' AGL/3959' MSL.  
Trees beginning 2110' from DER, 958' left of centerline, up to 4028' MSL.  
Ridgeline and bush beginning 4119' from DER, 1513' right of centerline, up to 4102' MSL.  
Vehicle on road on ridgeline beginning 1.1 NM from DER, 2309' right of centerline, up to 4131' MSL.  
Vehicle on road on ridgeline beginning 1.1 NM from DER, 1750' right of centerline, up to 4136' MSL.  
Vehicle on road on ridgeline beginning 1.2 NM from DER, 1865' right of centerline, up to 4140' MSL.
- Rwy 34: Electrical system and light support structure 7' from DER, 55' left of centerline, up to 12' AGL/3906' MSL.  
Light support structure 7' from DER, 54' right of centerline, 2' AGL/3906' MSL.  
Ridgeline beginning 2.1 NM from DER, 3251' right of centerline, up to 4454' MSL.  
Ridgeline beginning 2.2 NM from DER, 2356' right of centerline, up to 4554' MSL.  
Ridgeline beginning 2.3 NM from DER, 1356' right of centerline, up to 4704' MSL.

NOTE: Chart not to scale.



#### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 8:** Climb heading 076° to 4500, then climbing right turn to 11000 direct ZITKO, thence. . . .

**TAKEOFF RUNWAY 16:** Climb heading 159° to 4500, then climbing right turn to 11000 direct ZITKO, thence. . . .

**TAKEOFF RUNWAY 26:** Climb heading 256° to 4500, then continue climb to 11000 direct ZITKO, thence. . . .

**TAKEOFF RUNWAY 34:** Climb heading 339° to 4500, then climbing left turn to 11000 direct ZITKO, thence. . . .

. . . .on track 255° to PECKK. Maintain ATC assigned altitude.

(PECKK1 .PECKK) 13066

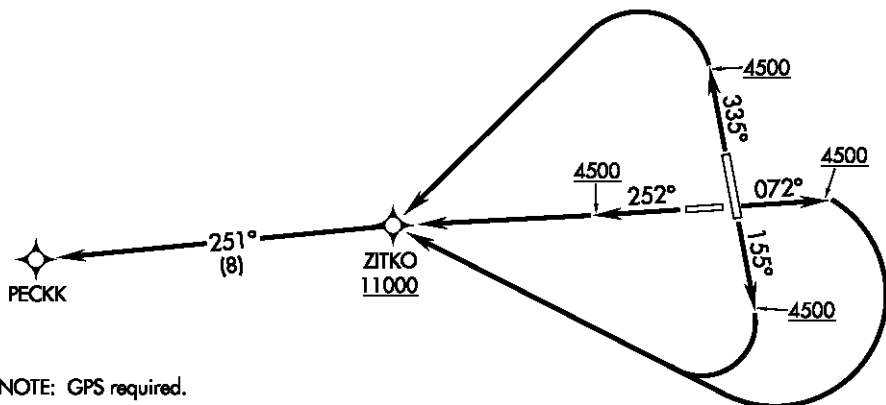
## PECKK ONE DEPARTURE (RNAV)

GREYBULL/SOUTH BIG HORN COUNTY (G:E:Y)  
GREYBULL, WYOMING

SALT LAKE CENTER  
133.25 285.6

### TAKEOFF MINIMUMS

- Rwy 7: Standard with minimum climb of 500' per NM to 4500, then minimum climb of 225' per NM to 7600.  
Rwy 16: Standard with minimum climb of 500' per NM to 4500.  
Rwy 25: Standard with minimum climb of 500' per NM to 4500, then minimum climb of 310' per NM to 7600.  
Rwy 34: Standard with minimum climb of 500' per NM to 4500, then minimum climb of 230' per NM to 7600.



NOTE: GPS required.

NOTE: RNAV 1.

### TAKEOFF OBSTACLE NOTES

- Rwy 7: Trees at DER, 313' left of centerline, 21' AGL/3921' MSL.  
Road beginning 8' from DER, 473' left of centerline, up to 15' AGL/3932' MSL.  
Pole, buildings and fences beginning 74' from DER, 408' right of centerline, up to 50' AGL/3950' MSL.  
Aircraft 337' from DER, 540' left of centerline, 40' AGL/3940' MSL.  
Rwy 16: Light support structures beginning 9' from DER, 55' right and left of centerline, up to 2' AGL/3917' MSL.  
Rwy 25: Terrain, bushes and trees beginning 172' from DER, 225' right of centerline, up to 55' AGL/4102' MSL.  
Road beginning 6937' from DER, 1749' right of centerline, up to 14' AGL/4138' MSL.  
Fence beginning 4' from DER, 435' left of centerline, up to 5' AGL/3954' MSL.  
Windsock 595' from DER, 301' right of centerline, 9' AGL/3959' MSL.  
Telephone line 523' from DER, 622' left of centerline, 19' AGL/3969' MSL.  
Rwy 34: Light support structures beginning 9' from DER, 54' right and left of centerline, up to 2' AGL/3906' MSL.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 7:** Climb heading 072° to 4500, then climbing right turn to 11000 direct ZITKO, thence. . .

**TAKEOFF RUNWAY 16:** Climb heading 155° to 4500, then climbing right turn to 11000 direct ZITKO, thence. . .

**TAKEOFF RUNWAY 25:** Climb heading 252° to 4500, then continue climb to 11000 direct ZITKO, thence. . .

**TAKEOFF RUNWAY 34:** Climb heading 335° to 4500, then climbing left turn to 11000 direct ZITKO, thence. . .

. . . on track 251° to PECKK.

PECKK ONE DEPARTURE (RNAV)

(PECKK1 .PECKK) 13066

GREYBULL, WYOMING  
GREYBULL/SOUTH BIG HORN COUNTY (G:E:Y)



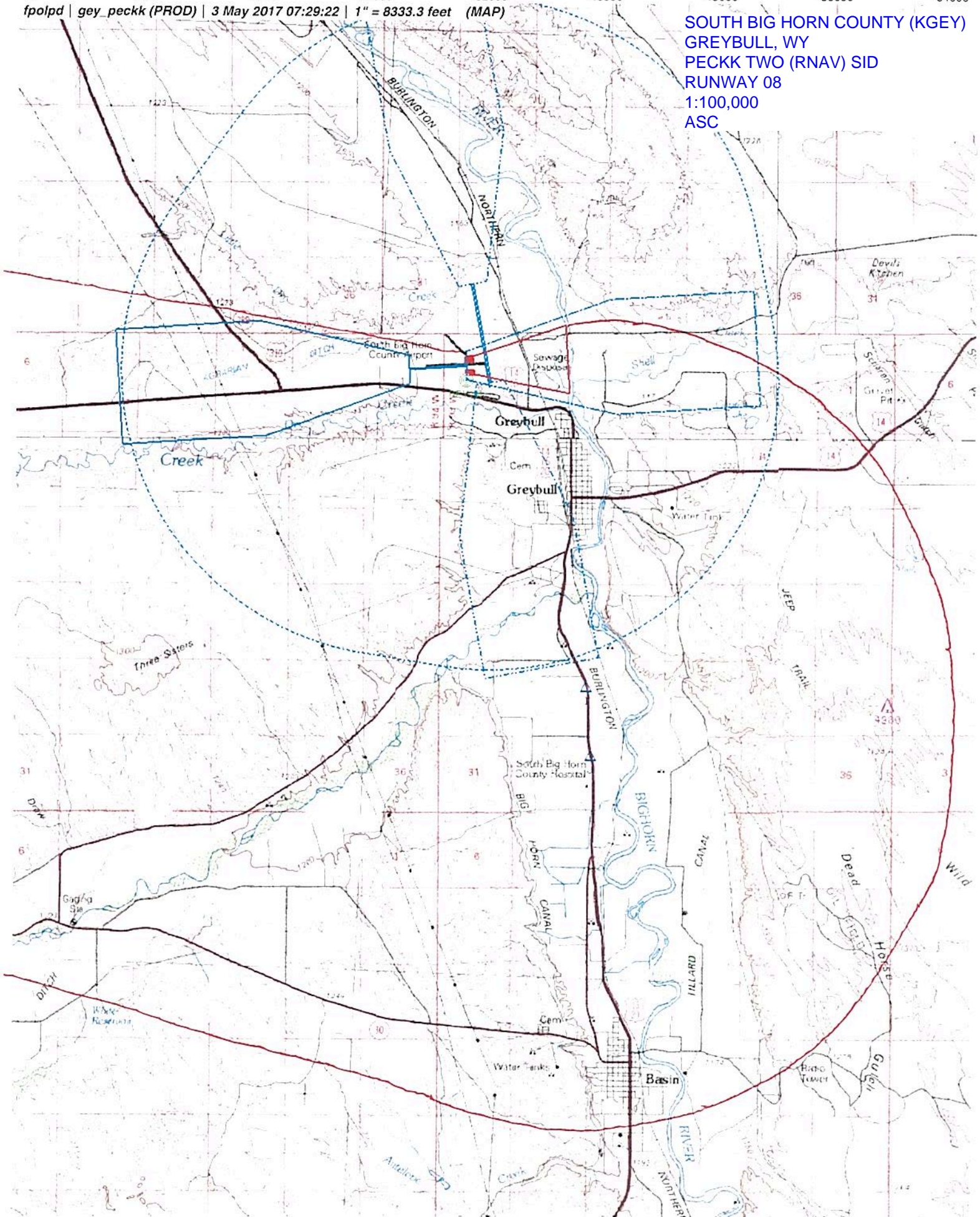




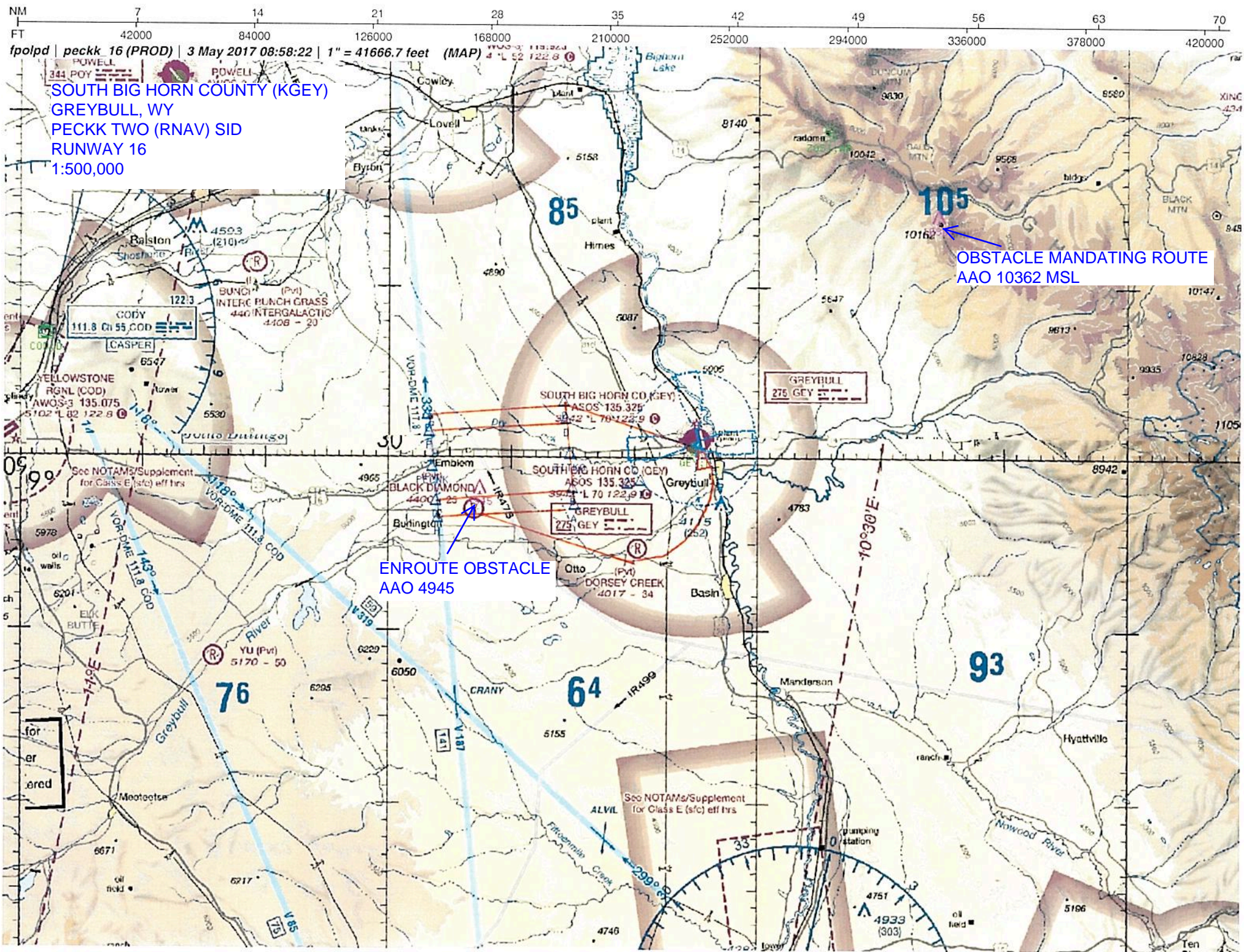
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fpolpd | gey\_peckk (PROD) | 3 May 2017 07:29:22 | 1" = 8333.3 feet (MAP)

SOUTH BIG HORN COUNTY (KGEY)  
GREYBULL, WY  
PECKK TWO (RNAV) SID  
RUNWAY 08  
1:100,000  
ASC

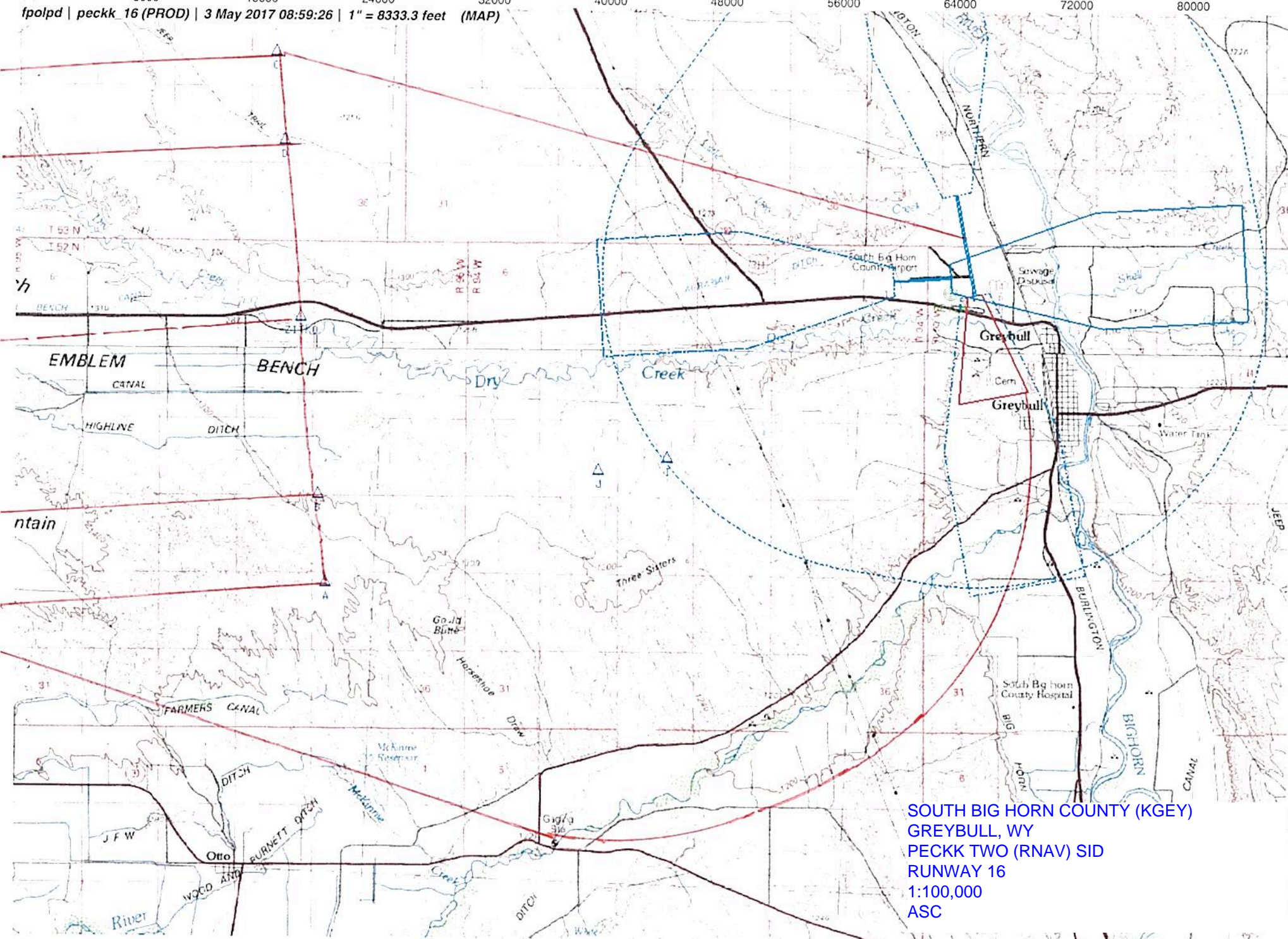








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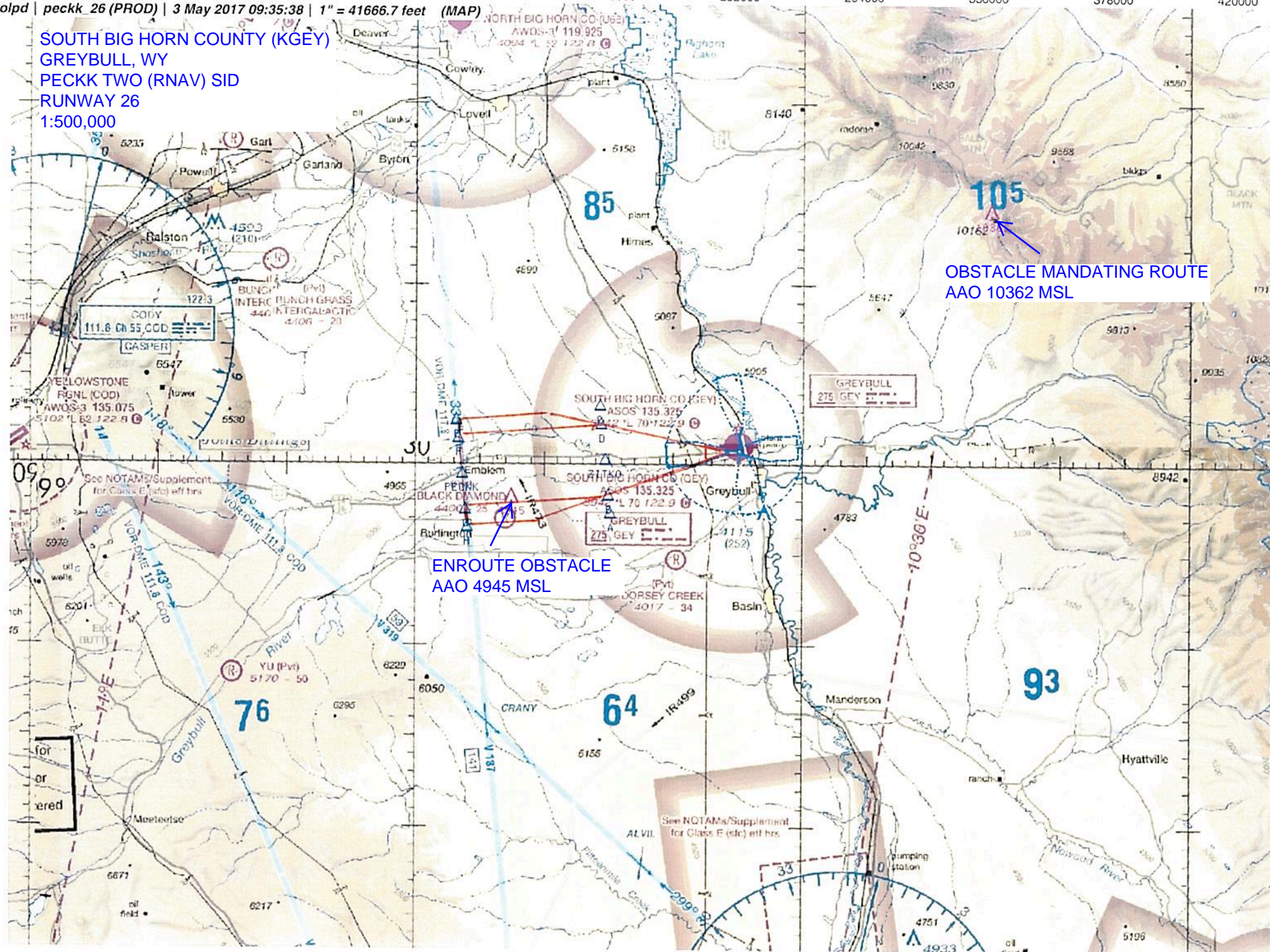
SOUTH BIG HORN COUNTY (KGEY)  
GREYBULL, WY  
PECKK TWO (RNAV) SID  
RUNWAY 16  
1:100,000  
ASC



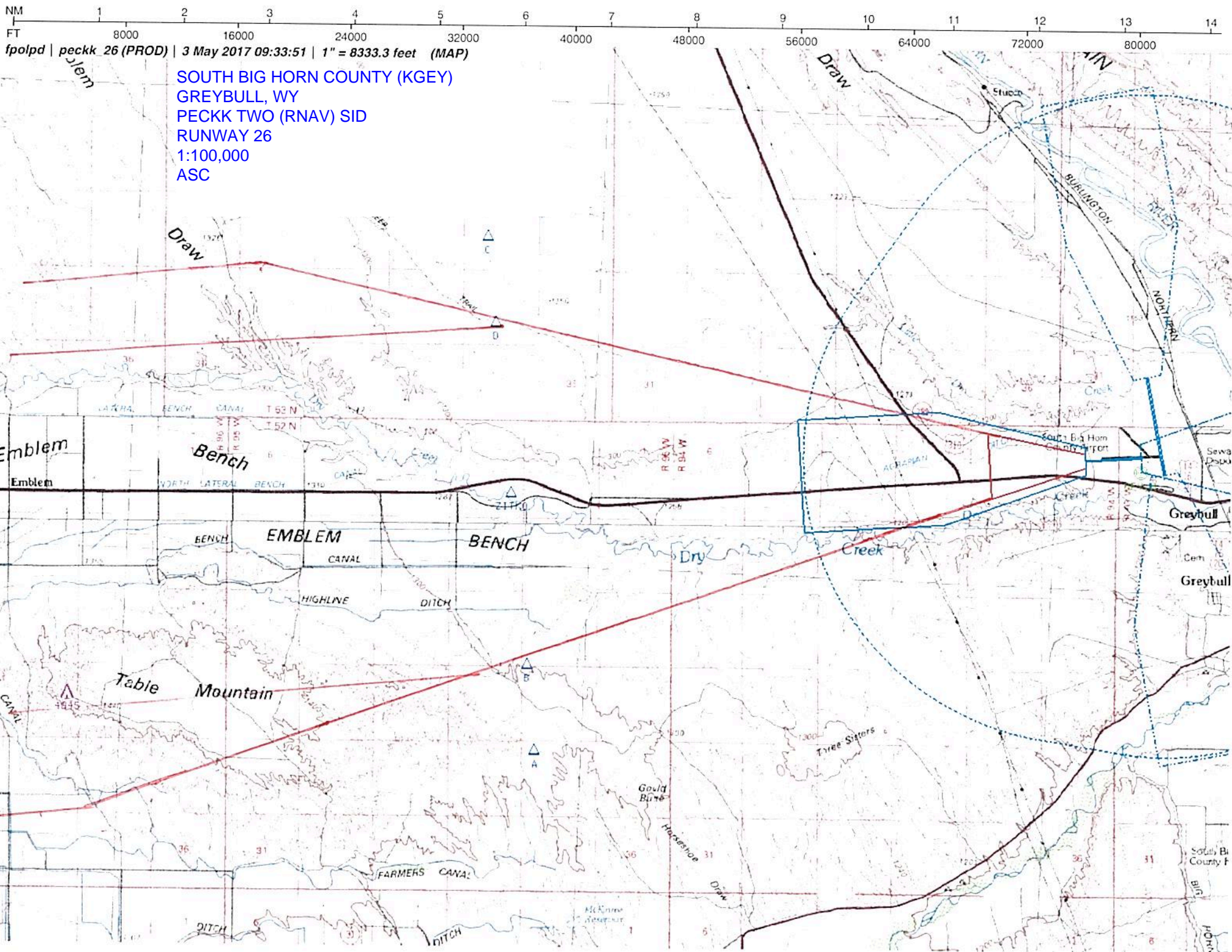
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SOUTH BIG HORN COUNTY (KGEY)  
GREYBULL, WY  
PECKK TWO (RNAV) SID  
RUNWAY 26  
1:500,000



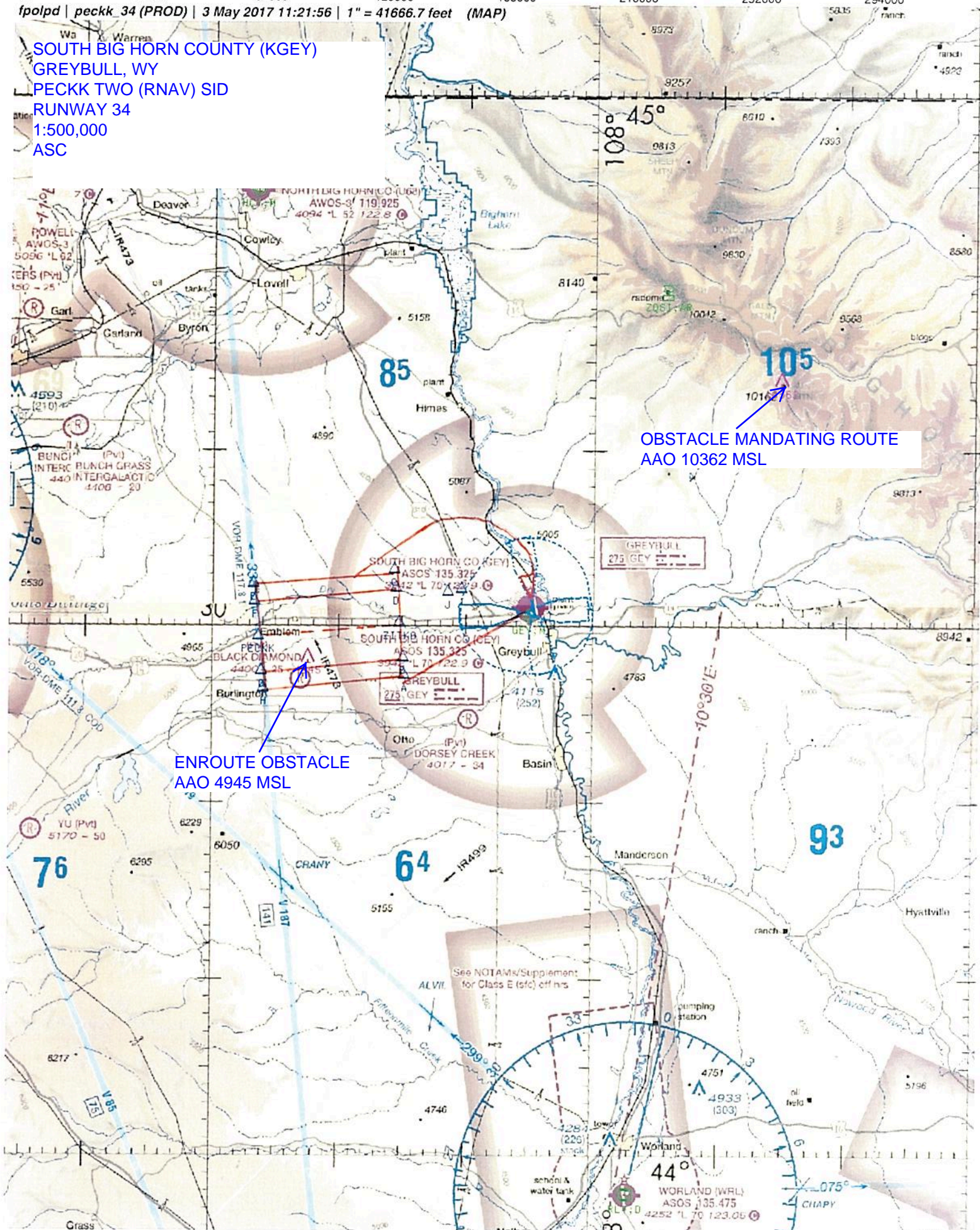






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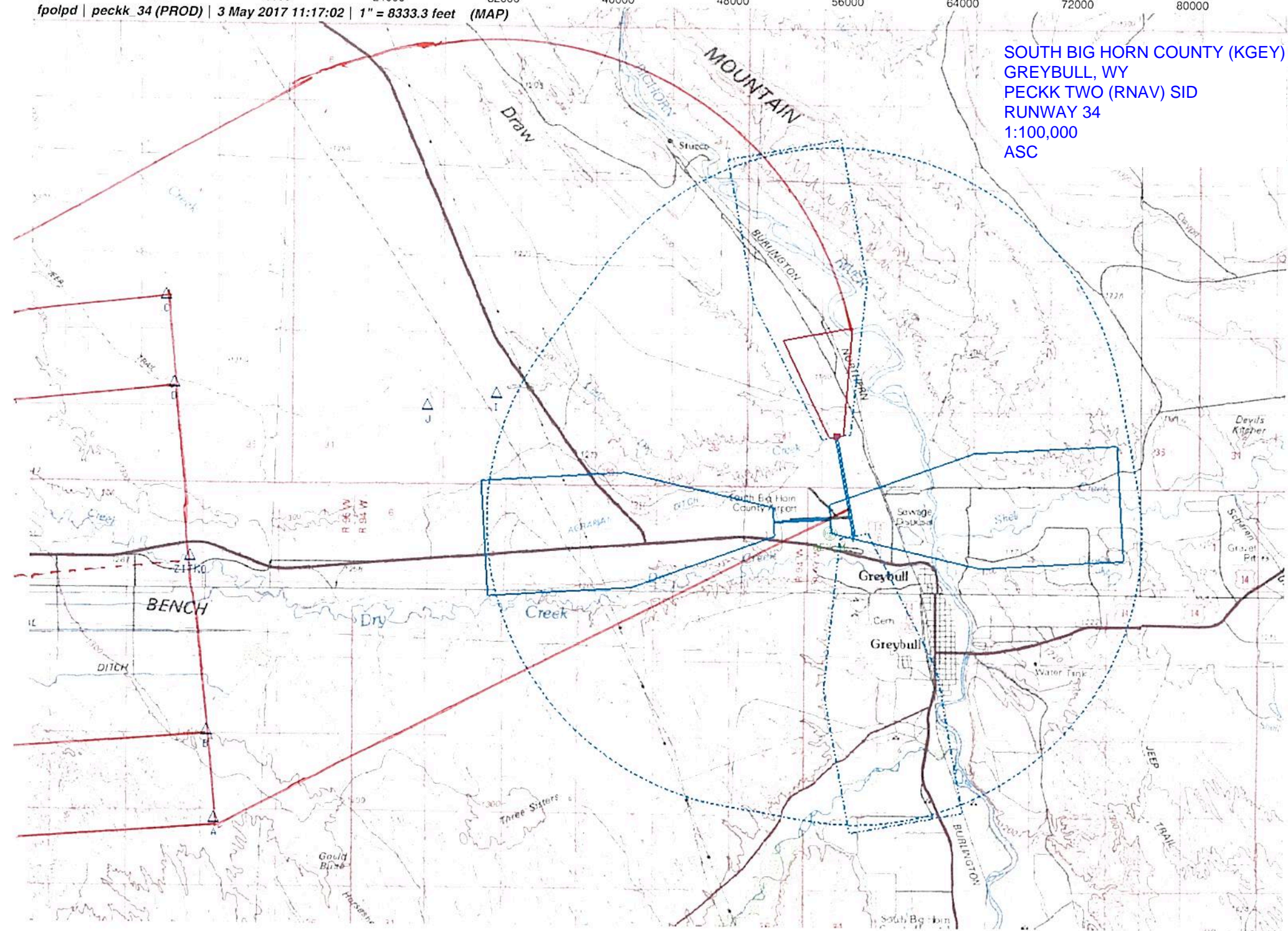
SOUTH BIG HORN COUNTY (KGEY)  
GREYBULL, WY  
PECKK TWO (RNAV) SID  
RUNWAY 34  
1:500,000  
ASC





NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14  
FT 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000  
fpolpd | peckk 34 (PROD) | 3 May 2017 11:17:02 | 1" = 8333.3 feet (MAP)

SOUTH BIG HORN COUNTY (KGEY)  
GREYBULL, WY  
PECKK TWO (RNAV) SID  
RUNWAY 34  
1:100,000  
ASC





**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**CATEGORICAL EXCLUSION DECLARATION**

**South Big Horn County Airport (KGEY), Greybull, WY  
RNAV (GPS) RWY 8, RWY 34, NDB RWY 34, Textural Departure and PECKK  
TWO SID**

**Description of Action:**

The FAA is proposing the following amendments to the South Big Horn County Airport (KGEY), Greybull, WY:

Area Navigation (RNAV) (GPS) Runway (RWY) 8; RNAV (GPS) RWY 34; Non-Directional Beacon (NDB) RWY 34; Textural Departure and PECKK TWO Standard Instrument Departure (SID) as 1) the Magnetic Variation change exceeds the allowable 3 degree tolerance; and 2) RWY 7-25 is being renumber to 8-26. All depicted magnetic headings will change. There'll be no change to any RNAV ground tracks because they're based on satellite navigation, but the NDB RWY34 Final Approach ground tracks will rotate/shift 4 degrees clockwise because unlike RNAV ground tracks, an NDB track is a function of the accuracy of the magnetic heading being flown, and that magnetic heading has been slowly rotating/shifting counter clockwise with changes in the local magnetic variation since 1985. This amendment will restore the NDB's ground tracks to their original design positions.

The only operational/environmental change is that the NDB final approach ground tracks will be reset 4 degrees to its original design position.

Operations do not exceed 90,000 annual propeller operations or 700 annual jet operations; therefore, according to FAA Order 1050.1F, Desk Reference, para 11.1.2, a noise analysis is not required for the proposed project.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to Order 1050.1F, "Environmental Impacts: Policies and Procedures". The implementation of this action will not result in any extraordinary circumstances in accordance with Order 1050.1F.

**Basis for this Determination:**

An Aircraft Procedure Environmental Screening Filter was conducted and reviewed by the Western Service Area. This review was conducted in accordance with policies and

*GEY- CATEX - RNAV (GPS) RWY 8, RWY 34, NDB RWY 34, TEXTURAL DEPARTURE and  
PECKK TWO SID*



procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.

The applicable categorical exclusion(s) is:

***5-6.5 p. Establishment of new procedures that routinely route aircraft over non-noise sensitive areas.***



**Facility Manager Review/Concurrence**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Todd Jacobson  
Title: Air Traffic Manager, Salt Lake City ARTCC

**Service Area Environmental Specialist Review/Concurrence**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Augustin Moses  
Title: Environmental Protection Specialist, Operations Support Group,  
Western Service Center, AJV-W22

**Service Area Director Review/Concurrence, if necessary**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Kim Stover, Director  
Air Traffic Operations, North,  
Western Service Area, North, AJTWN





# Federal Aviation Administration

## Initial Development Notification for AIRNAV Pending Records

To: Janet Myers, National Flight Data Center, Sub Team B, AJV-5332

From: Lonnie Everhart, Manager IFP Coordination Team, AJV-531

Subject: **ACTION:** Request for Pending Records **KGEY\_GEY\_\_SOUTH BIG HORN COUNTY, GREYBULL, WY US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 10/12/2017

Current/Assigned MV    New MV

ECD	Airport ID		Procedure Name	AMDT #	Task Report Type Selections
10/12/2017	KGEY	GEY	GREYBULL WY KGEY AMDT 2	/A	ENROUTE, FPT-INITIATED, MAGVAR
10/12/2017	KGEY	GEY	NDB RWY 34 AMDT 4	6	ENROUTE-NON, FPT-INITIATED, MAGVAR
10/12/2017	KGEY	GEY	RNAV (GPS) RWY 34 AMDT 2	5	ENROUTE-NON, FPT-INITIATED, MAGVAR
10/12/2017	KGEY	GEY	RNAV (GPS) RWY 8 AMDT 1	3	ENROUTE-NON, FPT-INITIATED, MAGVAR
10/12/2017	KGEY	GEY	SID PECKK (RNAV) TWO GREYBULL WY KGEY	/A	ENROUTE, FPT-INITIATED, MAGVAR

NAVAID ID / RWY	Type / Old No.	Use / New RWY/Note
GREYBULL (GEY) NDB	NDB	NDB
RWY	25	26
RWY	07	08

Rwy 7/25 will change to Rwy 8/26.

If you have any questions please notify: [lonnie.everhart@faa.gov](mailto:lonnie.everhart@faa.gov)

(405) 954-4576

Processed Wednesday, May 24, 2017