

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/26/2020	APWS Task ID: AAA871D844CC4BD884A3F466CF08C156	APWS Request ID: 352D088435A345C4A5349D5A7DCB464E
Procedure: RNAV (GPS)-B AMDT 1		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KCOD	Airport Name: YELLOWSTONE RGNL		Airport City: CODY		State: WY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: KCOD PENDING AIRPORT DATA USED. ASSIGNED MAGVAR, KCOD: OLD 14E-NEW11E. CONTACT WARDELL HENNING: 405-954-9954</p> <p>02/07/20: This is a corrected copy of the form approved on 01/22/20. 1. Added routine to required effective date. 2. Changed MSA center to from MAP to KCOD ARP.</p> <p style="text-align: right;"><i>Digitally signed by</i> WARDELL HENNING Feb 07, 2020</p>					



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS)-B 1			AIRPORT NAME: YELLOWSTONE RGNL		AIRPORT ID: KCOD	SPECIAL CONTROL NO: SG-11-058-19	
FAC ID: KCODB.01		CITY: CODY			ST: WY	ORIG CHART DATE: 01/30/2020	
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 2018042408560403001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 12/20/2019		CREW #: VN075	N #: N59	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: joel f hawkley @ 12/20/2019 12:56			PRINTED NAME: HAWKLEY, JOEL FEWENS				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

APP CRS 309°	Rwy Idg TDZE Apt Elev	N/A N/A 5102
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RNAV (GPS)-B

YELLOWSTONE RGNL (COD)

RNP APCH.

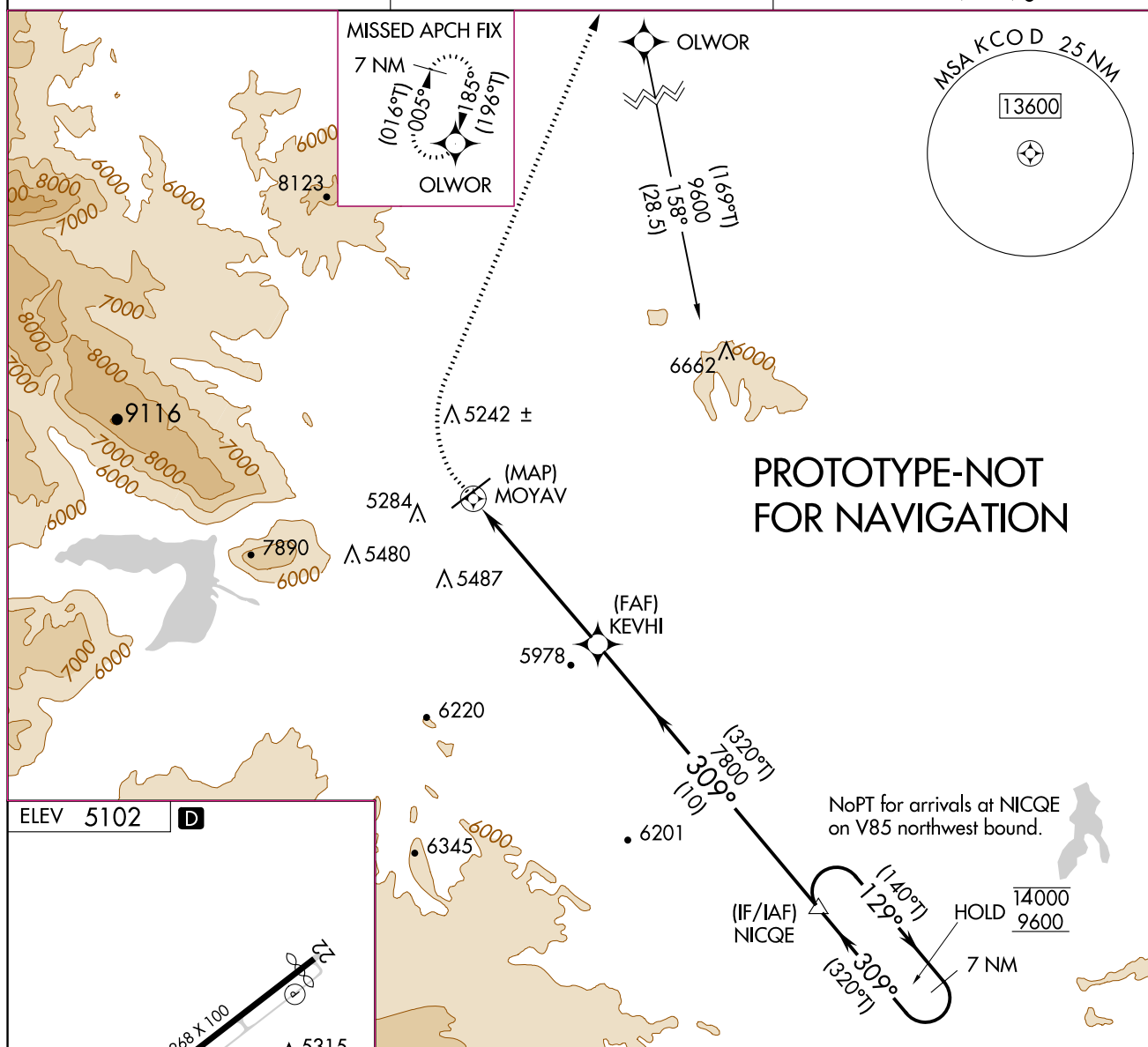


MISSED APPROACH: Climb to 6200
then climbing right turn to 8000 direct
OLWOR and hold.

AWOS-3PT
135.075

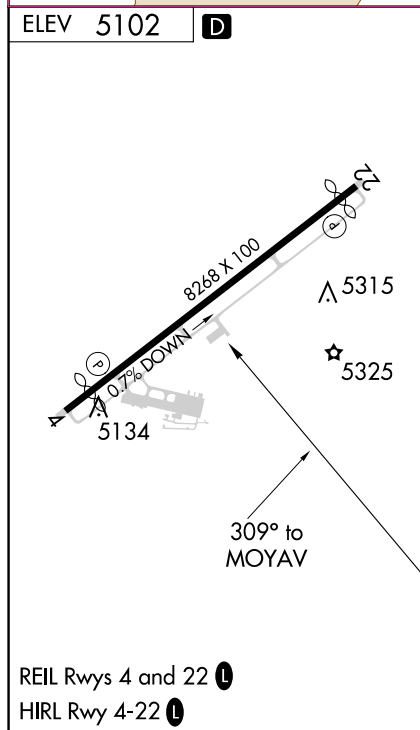
SALT LAKE CENTER
127.75 351.9

UNICOM
122.8 (CTAF) 0



ELEV 5102

D



6200 ↑	8000 ↗	OLWOR ✦	<div>7 NM Holding Pattern</div> <div><div>NICQE</div><div>(140°T) 129° → 14000 ← 309° (320°T) 9600</div></div>							
<div>MOYAV</div> <div>KEVHI</div> <div>✱</div> <div>7800</div> <div>5.6 NM</div> <div>10 NM</div>			CATEGORY		A	B	C	D		
<div>CIRCLING</div>			6160-1¼ 1058 (1100-1¼)		6160-1½ 1058 (1100-1½)		6160-3 1058 (1100-3)		6940-3 1838 (1900-3)	

CODY, WYOMING

OLD

-5243 (FAA)

17285

APP CRS 306°	Rwy Idg TDZE Apt Elev	N/A N/A 5102
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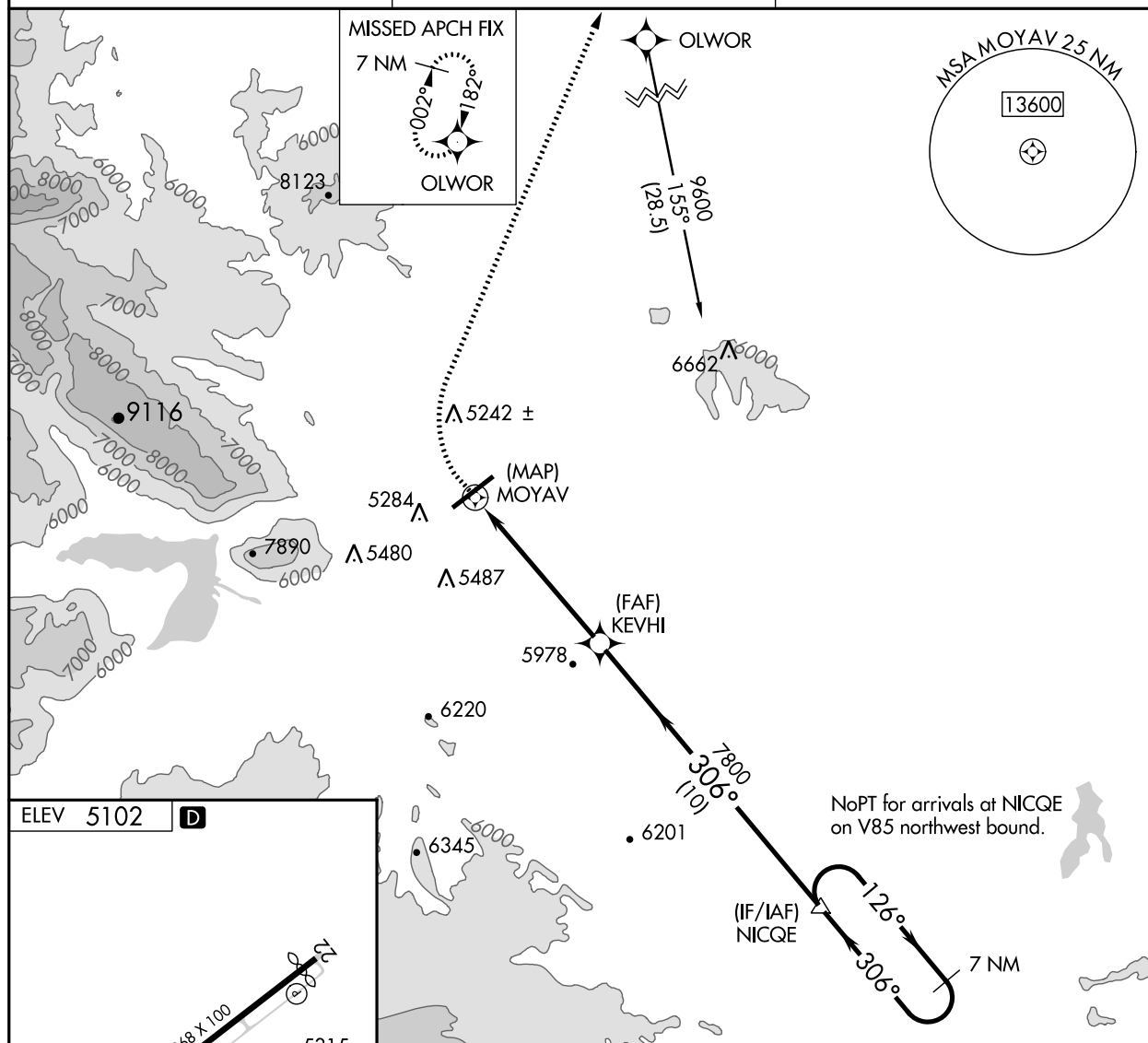
RNAV (GPS)-B

YELLOWSTONE RGNL (COD)

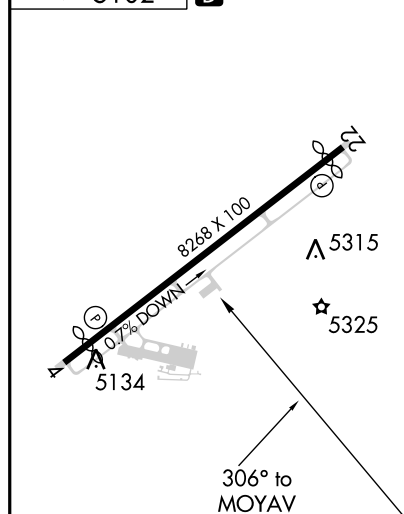
-31°C	When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct OLOWOR and hold.
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 AWOS-3PT
135.075

 SALT LAKE CENTER
127.75 351.9

 UNICOM
122.8 (CTAF) 1


ELEV 5102

D

REIL Rwys 4 and 22 1

HIRL Rwy 4-22 1

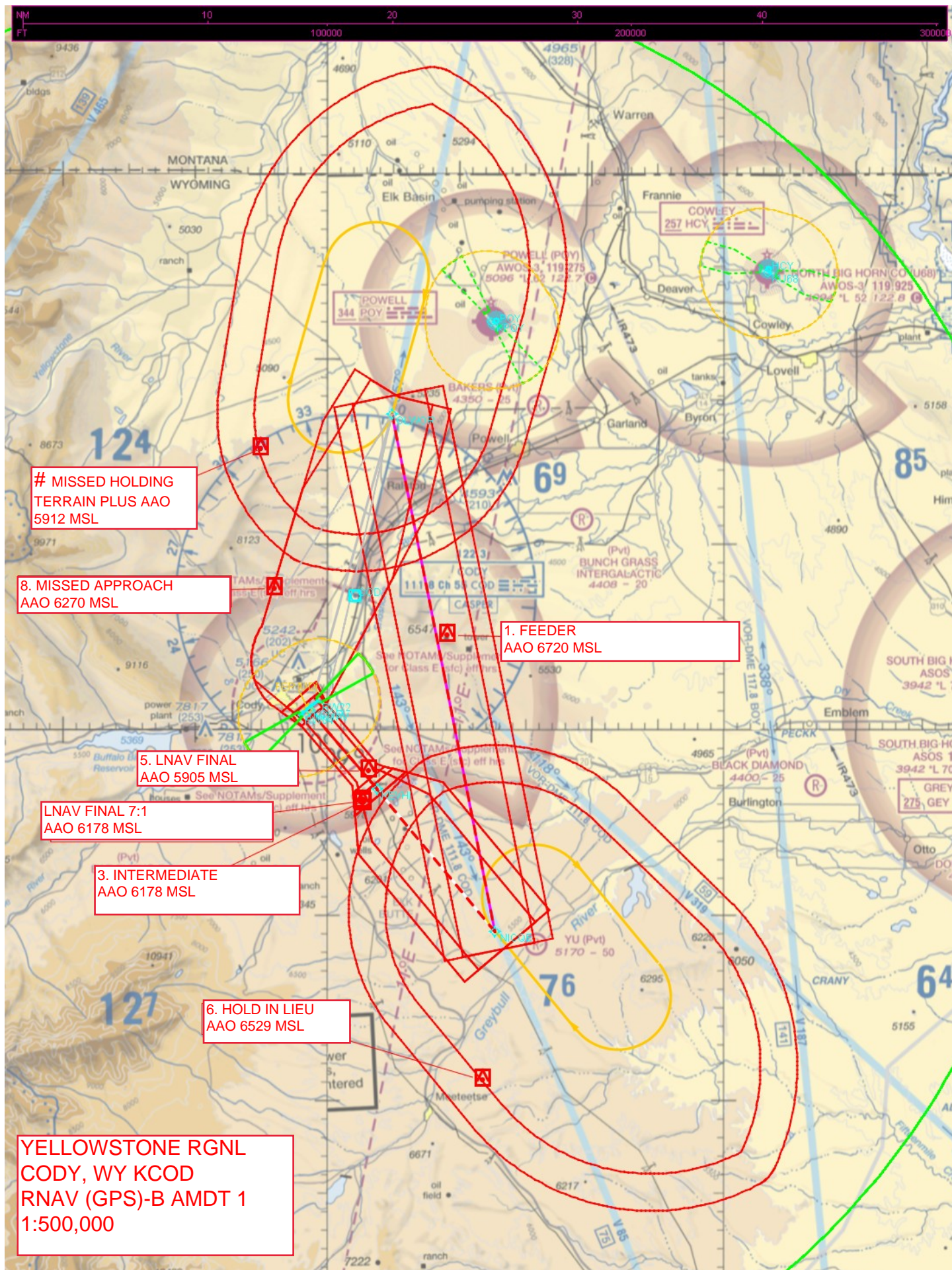
CATEGORY	A		B		C		D	
	6180-1¼ 1078 (1100-1¼)		6180-1½ 1078 (1100-1½)		6180-3		1078 (1100-3)	

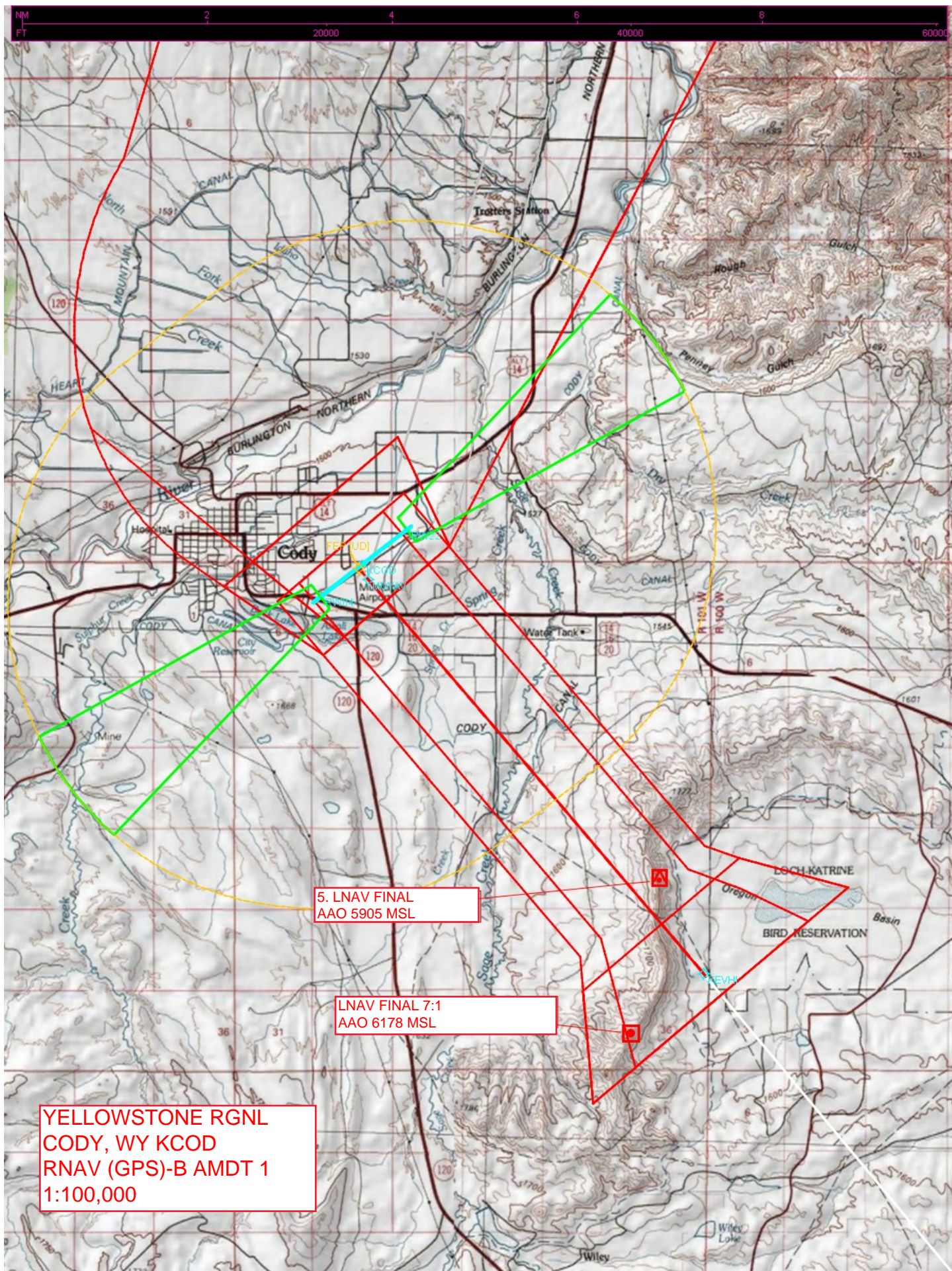
 CODY, WYOMING
 Orig 02MAY13

44°31'N-109°01'W

 YELLOWSTONE RGNL (COD)
RNAV (GPS)-B

NW-1, 18 JUL 2019 to 15 AUG 2019





**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Yellowstone Regional Airport

RNAV (GPS) RWY 4

RNAV (GPS) RWY 22

VOR-A

RNAV (GPS) B

Departure Procedure

Description of Action:

The FAA is proposing to update the magnetic variation (MAGVAR), amend several procedures, and create a new procedure at the Yellowstone Regional Airport (KCOD) in Cody, Wyoming.

In accordance with regulatory mandate, the MAGVAR would be updated from 14E (1995) to 11E (2020). Correctly aligning the airport with the magnetic variance of the area allows for more accurate course information and safer air traffic operations.

RNAV Global Positional System (GPS) RWY 4:

A new arrival procedure is proposed to accommodate approaches from the southwest. This procedure was requested by the airport that would allow for better minimums which would improve safety. The procedure starts at the TOCUD fix on the V465 route and continues northeast over unpopulated mountainous terrain and sparsely populated agricultural lands to runway (RWY) 4. The initial approach segment starts at the TOCU fix at 17,000 feet (ft) Mean Sea Level (MSL) (~8,800 ft Above Ground Level ((AGL)) and continues northeast to the intermediate approach segment (Waypoint (WP)33 at 13,500 ft MSL (~5,800 ft AGL)). The precision final approach fix (PFAF) fix would be located at 8,800 ft MSL (~3,200 ft AGL).

CATEX KCOD, June 2019 Yellowstone Regional Airport (KCOD) Cody, Wyoming:
RNAV (GPS) RWY 4, RNAV (GPS) RWY 22, VOR-A, RNAV (GPS) B, and Departure
Procedure.

RNAV (GPS) RWY 22:

Due to criteria updates, two waypoints would move further away from the runway and two step down fixes (SDF) would be added which would be placed along the existing track and utilize the existing glideslope. The ELYPS waypoint would move 0.14 nautical miles (NM) northeast from the existing ELYPS waypoint with no change to altitude, glideslope, or track. The SDF WP11 would be added at 7,100 ft MSL (~1500 ft AGL) in between ELYPS and COYAV with no change in glideslope and track.

The COYAV waypoint would move 0.22 NM northeast from the existing COYAV waypoint with no change to altitude, glideslope, or track. The SDF WP14 would be added at 5,940 ft MSL (~1,000 ft AGL) in between the COYAV waypoint and RWY 22 with no change in glideslope or track.

The missed approach procedure would change to “Climb to 5740, then climbing left turn to 9600 direct NICQE and hold, continue climb-in-hold to 9600.”

VOR-A:

A note would added, “Maintain 9600 until procedure turn outbound” due to criteria updates. The MAGVAR would be updated.

RNAV (GPS) B:

The MAGVAR would be updated.

Departure Procedure:

The MAGVAR would be updated.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementation the proposed action. The Traffic Test (TRAF) was utilized to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds. The results of the TRAF test indicated that no further noise screening is necessary based on the number of operations at KCOD.

CATEX KCOD, June 2019 Yellowstone Regional Airport (KCOD) Cody, Wyoming:
RNAV (GPS) RWY 4, RNAV (GPS) RWY 22, VOR-A, RNAV (GPS) B, and Departure Procedure.

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 FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Instrument Flight Procedures Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.

The applicable categorical exclusion is:

5-6.5.i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

Recommended by:

CATEX KCOD, June 2019 Yellowstone Regional Airport (KCOD) Cody, Wyoming:
RNAV (GPS) RWY 4, RNAV (GPS) RWY 22, VOR-A, RNAV (GPS) B, and Departure
Procedure.

Facility Manager Review/Concurrence

Signature: _____ Date: _____

Name: Brett L. Waddoups
 Air Traffic Manager
 Salt Lake City Air Route Traffic Control Center

Concurrence by:

Western Service Area Environmental Specialist

Signature: _____ Date: _____

Name: Marina Landis
 Environmental Protection Specialist, Operations Support Group
 Western Service Center, AJV-W22

Approval by:

Western Service Area Operations Support Group Manager

Signature: _____ Date: _____

Name: Shawn M. Kozica
 Manager, Operations Support Group
 Western Service Center, AJV-W2

CATEX KCOD, June 2019 Yellowstone Regional Airport (KCOD) Cody, Wyoming:
RNAV (GPS) RWY 4, RNAV (GPS) RWY 22, VOR-A, RNAV (GPS) B, and Departure
Procedure.

Magnetic Variation (MV) Declination Request

☐ New Assignment ☒ Change

Requested by: John Keefer

Organization: AJV-A432

Phone: 405-954-0618

Current Magnetic Declination of Record: 14 ° East

Epoch Year: 1995

New Magnetic Declination of Record: 11 ° East

Epoch Year: 2020

Airport Information

Airport ID: KCOD

NASR ID (if different):

Airport Name: Yellowstone Rgnl

Airport City: Cody

State/Country: Wyoming

Navigational Aid Information [ALL Facility IDs and Types]

* Facilities on Airports. At airports with localizer(s) or more than one navigational aid, the MV at the airport reference point (ARP) must be designated and assigned to all facilities at that airport, including all components of the ILS.

None

Concurrent with Publication of Procedure(s), list all affected procedures and include the AMDT.#

* The Procedure Tracking System (PTS) has Task Report Type "MAGVAR" available. Please add the MAGVAR Report Type Code to all task listed that are affected by the MV update.

RNAV (GPS)-B Amdt 1

RNAV (GPS) RWY 22 Amdt 2

VOR-A Amdt 9

RNAV (GPS) RWY 4 Orig

Takeoff minimums Amdt 4

PTS Estimated Chart Date: 2020-01-30 - TPP

Comments:

Form Submission for Specialists:

Save this form to your computer, then email it
(as an attachment) to your Manager/Supervisor.

For Lead/Manager Use Only

Comments (if applicable):

Lead/Manager: Wardell Henning

Phone: 405.954.9954

Submit to IFP Coordination Team