

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> KBPI	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> BIG PINEY	<u>STATE</u> WY		
<u>AIRPORT ELEVATION</u> 6994	<u>TDZE</u> 6969	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG-E	<u>DATED</u> 10/06/2022	<u>MAG VAR</u> 10E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 06/15/2023	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
GRIPS		OTAYI		TF	FB	1.00	357.95	29.31	9600
BPI VOR/DME		JITJU		TF	FO	1.00	133.18	10.21	9600
OTAYI	IAF	JITJU	NOPT	TF	FB	1.00	358.02	10.00	9000
JITJU	IF/IAF	HICDE		TF	FB	1.00	310.56	5.54	8400
HICDE	FAF	RW31	MAP	TF	FO	0.30	317.74	4.45	
RW31	MAP	7394 MSL		CA			317.74		
7394 MSL		JITJU		DF	FO	1.00			9000

MISSED APPROACH

MAP:

LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 9000 DIRECT JITJU AND HOLD

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD SE JITJU, RT, 310.56 INBOUND, 9000 FT. IN LIEU OF PT (IAF), MAX 14000.

3. FAC: 317.74FAF: HICDEDIST FAF TO MAP: 4.45DIST FAF TO THLD: 4.45

4. MIN ALT: JITJU 9000, HICDE 8400

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:

6. MIN GP INCPT:GP ALT AT FAF :OM:MM:IM:

7. GP ANGLE:34:1: IS CLEAR20:1: IS CLEARTCH:

8. MSA FROM: RW31 12600

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 8 AND 26.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 7141 TOWER (56-061641) 423333N/1100456W.
CHART VDP AT 1.50 NM TO RW31.
HICDE TO RW31: 3.00/32.5.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C 900-2 1/4, CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV MDA	7460	1	491	7460	1	491	7460	1 3/8	491	7460	1 3/8	491			
CIRCLING	7460	1	466	7560	1	566	7800	2 1/4	806	7820	2 3/4	826			



CHANGES - REASONS

1. CHANGED THE PBN REQUIREMENTS NOTE FROM RNP APCH TO RNP APCH - GPS - 8260.19I PARA 8-6-8
2. INCREASE LNAV MDA/HAT ALL CATS FROM 7440/471 TO 7460/491 - NEW FAS OBSTACLE
3. RAISED MSA FROM 12500 TO 12600 - NEW CONTROLLING OBSTACLE 11520 FT MSL AAO
4. CHANGED FAS OBSTACLE TO 7141 FT MSL TOWER (56-061641) - NEW FAS OBSTACLE
5. CHANGED LNAV CAT C VIS FROM 1 1/4 SM TO 1 3/8 SM - NEW VISIBILITY CRITERIA
6. CHANGED LNAV CAT D VIS FROM 1 1/2 SM TO 1 3/8 SM - NEW MDA AND VISIBILITY CRITERIA
7. CHANGED FEEDER GRIPS TO OTAYI MAGNETIC HEADING FROM 351.95 TO 357.95 - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025
8. CHANGED FEEDER BPI VOR/DME TO JITJU MAGNETIC HEADING FROM 127.12 TO 133.18 - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025 TARGETS VS. OLD DEVELOPMENT PROGRAM
9. CHANGED IAF OTAYI TO JITJU MAGNETIC HEADING FROM 352.02 TO 358.02 - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025
10. CHANGED IF JITJU TO HICDE MAGNETIC HEADING FROM 303.74 TO 310.56 AND DISTANCE FROM 5.00 NM TO 5.54 NM - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025 TARGETS VS. OLD DEVELOPMENT PROGRAM
11. CHANGED FAF HICDE TO RWY 31 MAGNETIC HEADING FROM 311.74 TO 317.74 AND DISTANCE FROM 5.00 NM TO 4.45 NM - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025 TARGETS VS. OLD DEVELOPMENT PROGRAM
12. CHANGED MAP CA LEG MAGNETIC HEADING FROM 311.74 TO 317.74 - KBPI MAGVAR CHANGED FROM 16E/1975 TO 10E/2025
13. ADDED CHART VDP AT 1.50 NM TO RW31 - BRING TO CURRENT CRITERIA
14. KBPI AND BPI VOR/DME MAGVAR CHANGED FROM 16E/1975 TO 10E/2025
15. CHANGED APPROACH ANGLE/TCH FROM 2.69/30 TO 3.00/32.5 - MAKE COINCIDENT WITH VGS1

03/17/2023 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/23/2022
CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 06/15/2023

04/14/2023: THIS IS AN CORRECTED COPY OF THE FORM APPROVED ON
03/17/2023 TERMINAL ROUTES: CHANGE CA LEG FROM FO TO BLANK.

COORDINATED WITH:

A4A☐

ALPA☒

AOPA☒

APA☐

HAI☐

NBAA☒

OTHER: SLC, AMGR

FLIGHT CHECKED BY
PENDING

Digitally signed by

DAVID TEFFETELLER

Mar 17, 2023

OFFICE

DATE

DEVELOPED BY
CASIMIR L. TABAKA (PHILLIP SMART)

Digitally signed by

DAVID TEFFETELLER

Mar 17, 2023

OFFICE
AJV-A432

DATE
12/23/2022

APPROVED BY
JOHNNIE BAKER

Digitally signed by

DAVID TEFFETELLER

Mar 17, 2023

OFFICE
AJV-A430

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KBPI	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>AMDT NO.</u> 1	<u>CITY</u> BIG PINEY	<u>STATE</u> WY	<u>AIRPORT ELEVATION</u> 6994	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
GRIPS

TO
OTAYI

<u>RNP</u>	<u>DISTANCE</u> 29.31	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	421702.89N/1100115.08W		7500	50	20	2C	2000				AT100	9600
TERRAIN	421645.00N/1100157.00W		7293 (7300)								AS1500	8800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM
BPI VOR/DME

TO
JITJU

<u>RNP</u>	<u>DISTANCE</u> 10.21	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	422635.74N/1100118.91W		7559	50	20	2C	2000					9600
TERRAIN	422924.00N/1095912.00W		7335 (7300)								AS1500	8800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM
OTAYI

TO
JITJU

RNP	DISTANCE 10.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	422635.74N/1100118.91W		7559	50	20	2C	1000				AT441	9000
TERRAIN	421700.00N/1100139.00W		7299 (7300)								AS1500	8800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: LNAV

FROM
JITJU (IF/IAF)

TO
HICDE

RNP	DISTANCE 5.54	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	422923.54N/1095908.23W		7559	50	20	2C	500				AT341	8400
TERRAIN	422924.00N/1095912.00W		7335 (7300)								AS1000	8300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM
HICDE

TO
RW31

RNP	DISTANCE 4.45	PAT	MAP RW31	HAT 491	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (56-061641)	423332.90N/1100455.90W		7141	250	50	4D	250				AC50	7460

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
JITJU

TO
P-10

RNP	DISTANCE	PAT P-10	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	423405.23N/1095447.62W		7679	50	20	2C	1000					8700
TERRAIN	423345.00N/1095445.00W		7477 (7500)								AS1500	9000

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

RW31

TO

JITJU

RNP	DISTANCE	PAT	MAP	HAT			HMAS 7360				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				
AAO	423232.72N/1095557.41W	7639	50	20	2C	1000					8700
TERRAIN	423230.00N/1095551.00W	7431 (7400)								AS1500	8900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TRAVERSE_WAY (56-034682)	423659.97N/1100723.66W	1.44	466	7152	20	3	1A	300			7460
CATEGORY B											
TRAVERSE_WAY (56-034822)	423726.12N/1100728.25W	2.08	566	7217	20	10	1B	300		XP43	7560
CATEGORY C											
AAO	423838.90N/1100842.76W	3.31	806	7500	50	20	2C	300			7800
CATEGORY D											
AAO	423855.70N/1100901.99W	4.34	826	7520	50	20	2C	300			7820

CIRCLING REMARKS:

XP - CAT B ADJUSTMENT OF 43 USED TO MAINTAIN CURRENT MINIMUMS



MSA

CENTER

RW31

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	423615.85N/1103724.89W	264	23.1	11520	50	20	2C	1000			12600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZLC ARTCC, CPR FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KBPI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBPI	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
NO CONTINGENCY ALTIMETER DUE TO NO SUITABLE BACKUP ALTIMETER

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW31 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 32.5
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ASSUMED VEGETATION HEIGHT 50 FT PER FPT
CIRCLING IS NA TO RWYS 8 AND 26 DUE TO TURF RUNWAY AND NO MARKINGS
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KBPI</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) RWY 31</div>	<div>AMDT NO.</div> <div>1</div>	<div>CITY</div> <div>BIG PINEY</div>	<div>STATE</div> <div>WY</div>	<div>AIRPORT ELEVATION</div> <div>6994</div>	<div>FACILITY</div> <div>RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	4.33
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.93
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	327.74
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	7179
DISTANCE FROM		TO 1500FT POINT	.20
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	319.78
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	7355

THRESHOLD COORDINATES (IF STR-IN)

423437.86N/1100615.86W

ARP COORDINATES

423456.00N/1100631.90W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 13 DISTANCE 0.76 NM

FAF COORDINATES

423051.96N/1100302.86W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY

12

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> CASIMIR L. TABAKA (PHILLIP SMART)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 12/23/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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