

<b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b> <b>NDB STANDARD INSTRUMENT APPROACH PROCEDURE</b> <b>FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.27</b>								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.									
<b>TERMINAL ROUTES</b>										<b>MISSED APPROACH</b>							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: TOR NDB							
TST VOR/DME		TOR NDB		218.99 / 47.71				7400		CLIMB TO 6500 IN TOR NDB HOLDING PATTERN.  ADDITIONAL FLIGHT DATA: HOLD E, RT, 276.78 INBOUND. FAS OBST: 4680 AAO 420408N/1042209W FAC CROSSES RWY C/L EXTENDED 2991 FROM THLD.							
BFF VORTAC		TOR NDB		276.14 / 31.76				7200									
CYS VORTAC		TOR NDB		015.33 / 58.35				8500									
1. PT <u>R</u> SIDE OF COURSE <u>276.78</u> OUTBOUND <u>6500</u> FT WITHIN <u>10</u> MILES OF <u>TOR NDB</u> (IAF) 2. _____ 3. FAC <u>096.78</u> FAF _____ DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT _____ 8. MSA FROM: TOR NDB 6900														MAG VAR: 11E		EPOCH YEAR: 1995	
<b>MINIMUMS</b>																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		X					
CATEGORY ==>		A			B			C			D			E			
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA		
S-10	5040	1	835	5040	1 1/4	835	5040	2 1/2	835	5040	2 1/2	835					
CIRCLING	5040	1 1/4	833	5040	1 1/4	833	5040	2 1/2	833	5040	2 3/4	833					
<b>NOTES:</b> CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SCOTTSBLUFF ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET; INCREASE S-10 CAT A VISIBILITY 1/4 MILE; INCREASE CIRCLING CAT C AND D VISIBILITY 1/4 MILE. CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 10 PROCEDURE NA AT NIGHT. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.																	
CITY AND STATE TORRINGTON, WY		ELEVATION: 4207 AIRPORT NAME:  TORRINGTON MUNI		THRE: 4205		FACILITY IDENTIFIER: TOR		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: NDB RWY 10, AMDT 2 31 MAY 2012						SUP AMDT 1A DATE 12/05/1996			

TL12-12 Pub 5-31-12



ALL AFFECTED PROCEDURES REVIEWED?		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
<input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO				ROUTINE	
COORDINATED WITH:					
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input checked="checked" type="checkbox"/>	NBAA <input checked="checked" type="checkbox"/> OTHER (specify) <input checked="checked" type="checkbox"/> ARPT MGR, ZDV ARTCC
FLIGHT CHECKED BY					
NAME: James M. Meek			FIFO AVN		DATE: 4/3/12
DEVELOPED BY					
NAME: ADOLFO URRUTIA (TRACEY STILES)			FIFO AJV-354		DATE: 11/18/2011
APPROVED BY					
NAME: DEZ SILAGYI			FIFO AJV-354		DATE: APR 12 2012
CHANGES: 1. CHANGED CHADRON (CDR) VOR/DME TO TOADSTOOL (TST). 2. CHANGED ALTITUDE TOADSTOOL (TST) VOR/DME TO TOR NDB FROM 7300 TO 7400. 3. CHANGED ALTITUDE SCOTTSBLUFF (BFF) VORTAC TO TOR NDB FROM 7100 TO 7200. 4. CHANGED ALTITUDE CHEYENNE (CYS) VORTAC TO TOR NDB FROM 8000 TO 8500. 5. CHANGED MSA ALTITUDE FROM 6700 TO 6900. 6. CHANGED PT COURSE HEADING/ALTITUDE FROM 275/6300 TO 277/6500. 7. CHANGED FINAL APPROACH COURSE HEADING FROM 095 TO 096.78. 8. CHANGED TOR NDB HOLDING CRS INBOUND FROM 275 TO 276.78. 9. RAISED MDA FROM 4940 TO 5040 AND INCREASED VISIBILITY VALUES. 10. CHANGED AIRPORT ELEVATION AND TDZE FROM 4205 TO 4207. 11. SCOTTSBLUFF (KBFF) ADDED AS A BACKUP ALTIMETER SOURCE. ADDED NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SCOTTSBLUFF ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET; INCREASE S-10 CAT A VISIBILITY 1/4 MILE; INCREASE CIRCLING CAT C AND D VISIBILITY 1/4 MILE". 12. ADDED NOTE "WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 10 PROCEDURE NA AT NIGHT". 13. ADDED NOTE "VISIBILITY REDUCTION BY HELICOPTERS NA".					
REASONS:					
1. ATC REQUEST TO AVOID FURTHER CONFUSION WITH THE CHADRON LOCALIZER AND AIRPORT 2-8. BASED ON NEW EVALUATION AND/OR CONTROLLING OBSTACLES. 9. NEW EVALUATION SUPPORTED MDA OF 4960, RAISED TO 5000 TO MEET PROCEDURE TURN REQUIREMENTS. 10. BASED ON NEW AVNIS DATA. 11. ADDED TO MEET CRITERIA. 12-13. NOTES ADDED BASED ON .19E CRITERIA.					

QUALITY  
CHECKED