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Notebook

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General Information

Location: Afton WY USA
IATA Code: AFO
Lat/Long: N42° 42.5' W110° 56.5'
Elevation: 6221 ft

Airport Use: Public
Magnetic Variation: 12.0°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1403 Z
Sunset: 0110 Z,

Runway Information

Runway: 16
Length x Width: 7025 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6188 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 7025 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6221 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

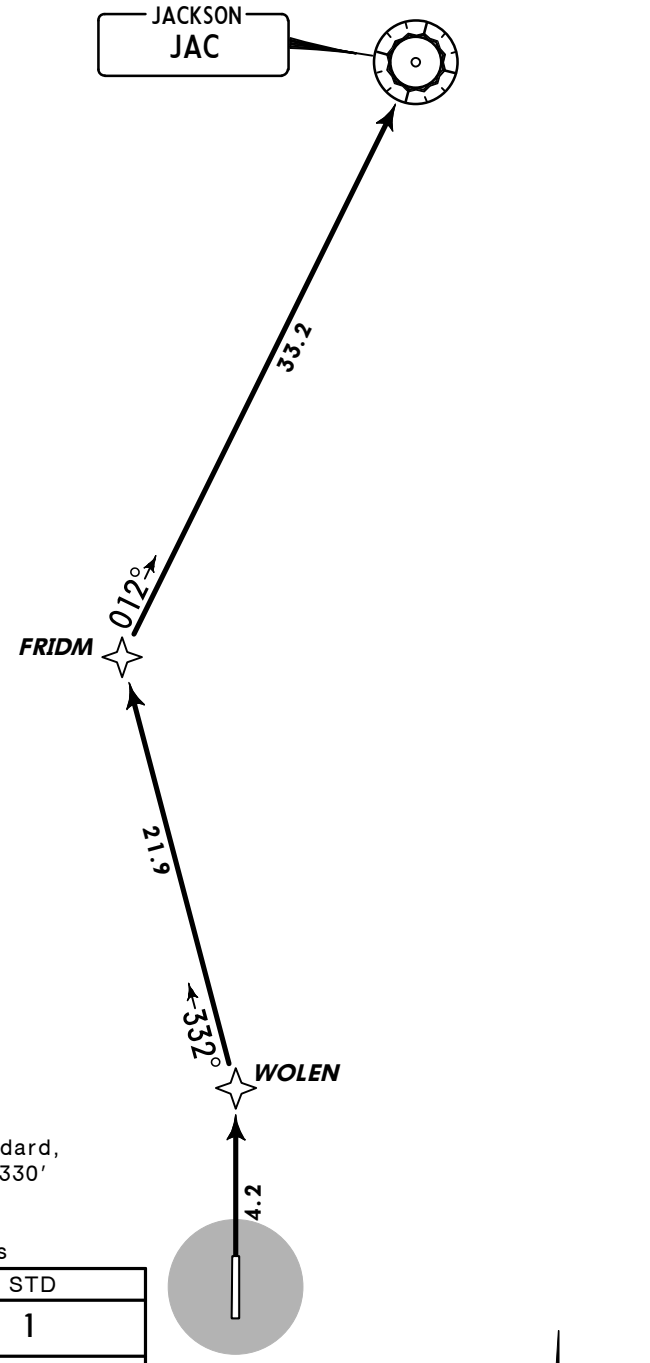
AWOS 119.025
Afton Mun Unicom 122.8 CTAF PCL
Casper Flight Service Station 122.3 RCO
Salt Lake City Center 128.35 Remote Communications Air-Ground

Apt Elev 6221′	Trans level: FL 180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

OBSTACLE

AFTON TWO RNAV DEPARTURE (AFTON2.AFTON)

(RWY 34)



This DP requires take-off minimums
Rwy 16: Not authorized-Obstacles.
Rwy 34: Standard (or lower than standard, if authorized) with minimum climb of 330′ per NM to **10700′.**

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
330′ per NM	413	550	825	1100	1375	1650

OBSTACLE
Rwy 34: Tree 1054′ from DER, 605′ RIGHT of centerline, 40′ AGL/6241′ MSL. Tree 1703′ from DER, 235′ RIGHT of centerline, 40′ AGL/6259′ MSL.

INITIAL CLIMB

Climb to **13000′** direct to WOLEN, then 332° track to FRIDM, then via 012° track to JAC.

CHANGES: Equipment notes.

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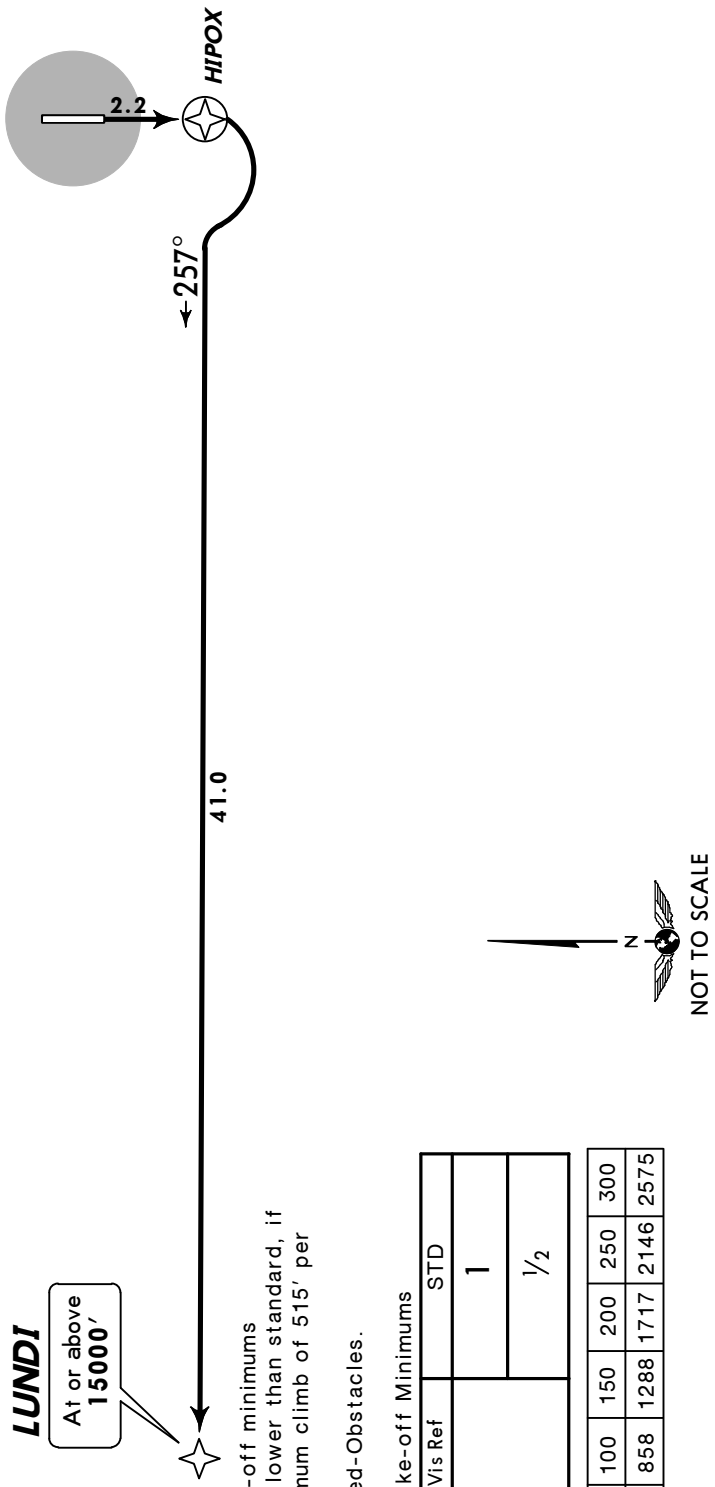
Apt Elev 6221′	Trans level: FL 180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

OBSTACLE

LUNDI TWO RNAV DEPARTURE (LUNDI2.LUNDI)

(RWY 16)



This DP requires take-off minimums
Rwy 16: Standard (or lower than standard, if authorized) with minimum climb of 515′ per NM to **10400′**.
Rwy 34: Not authorized-Obstacles.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
515′ per NM	644	858	1288	1717	2146	2575

OBSTACLE
Rwy 16: Tree 1807′ from DER, 298′ RIGHT of centerline, 40′ AGL/6277′ MSL.

INITIAL CLIMB

Climb to **15000′** direct to HIPOX, then RIGHT turn via 257° track to LUNDI.

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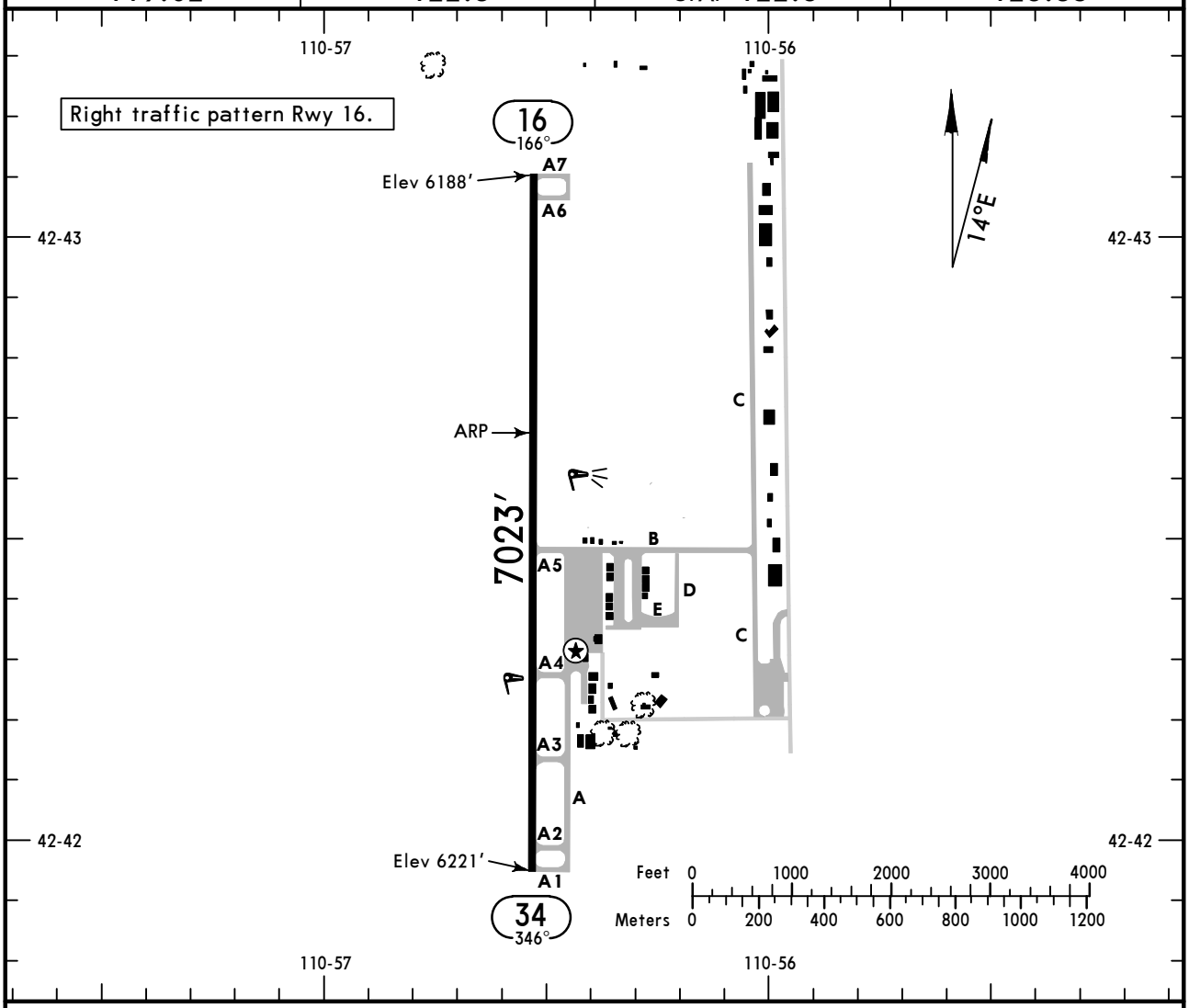
AWOS-3	CASPER Radio	AFTON MUN UNICOM	SALT LAKE CITY Center
119.02	122.3	CTAF 122.8	128.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
	Rwy 16	**Rwy 34**		
1 & 2 Eng 3 & 4 Eng	**USE LUNDI DEPARTURE**	**USE AFTON DEPARTURE**	A B C D	NA

AMEND 1

CHANGES: Rwy 34 lighting.

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KAFO/AFO
AFTON MUN

JEPPESEN
15 JUN 07 (12-1)

AFTON, WYO
RNAV (GPS) Rwy 16

AWOS-3	SALT LAKE CITY Center	CASPER Radio	AFTON MUN UNICOM
119.02	128.35	122.3	CTAF 122.8

BRIEFING STRIP™

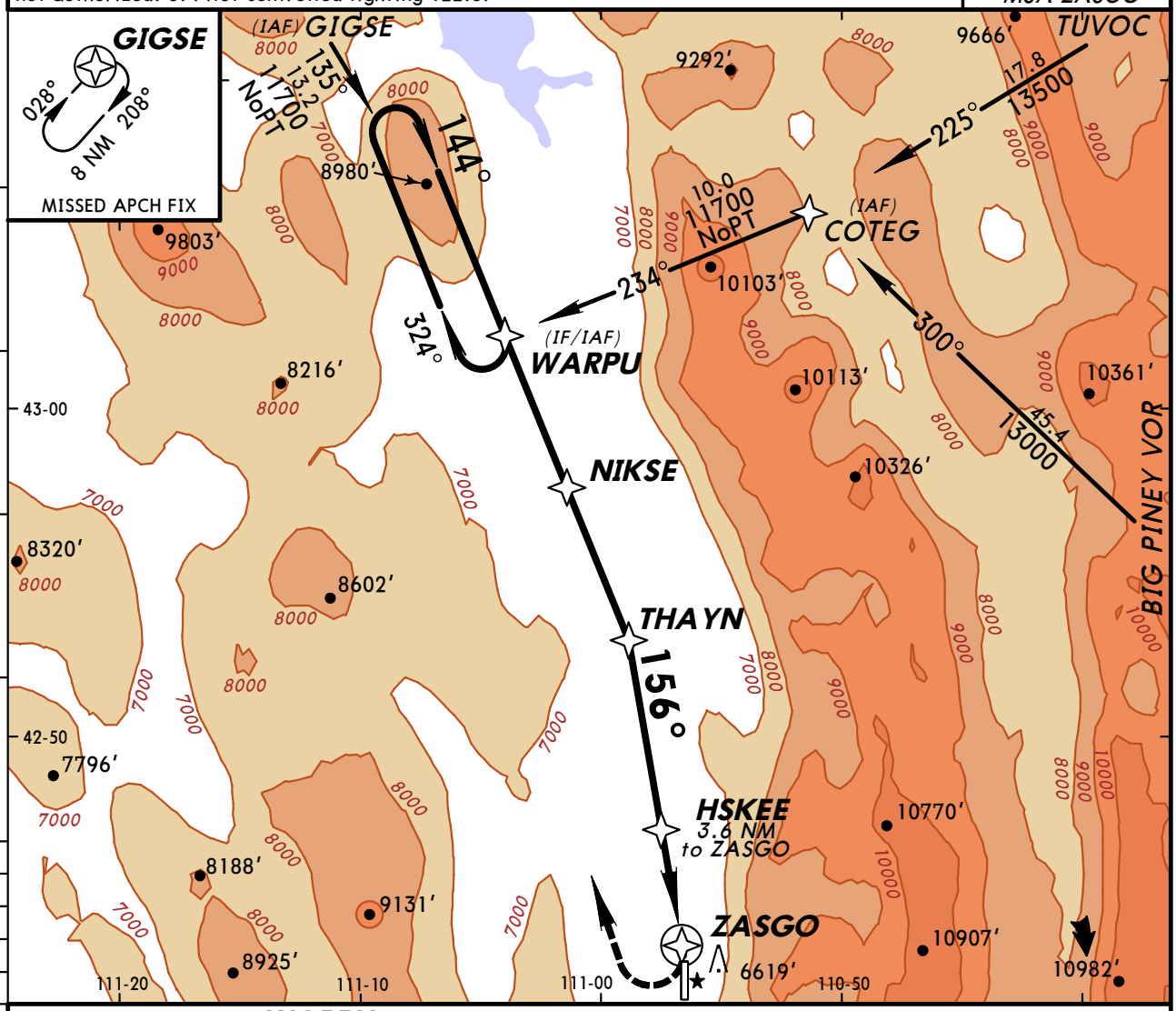
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 6221′
	156°	THAYN 9400′(3212′)	7140′(952′)	TDZE 6188′

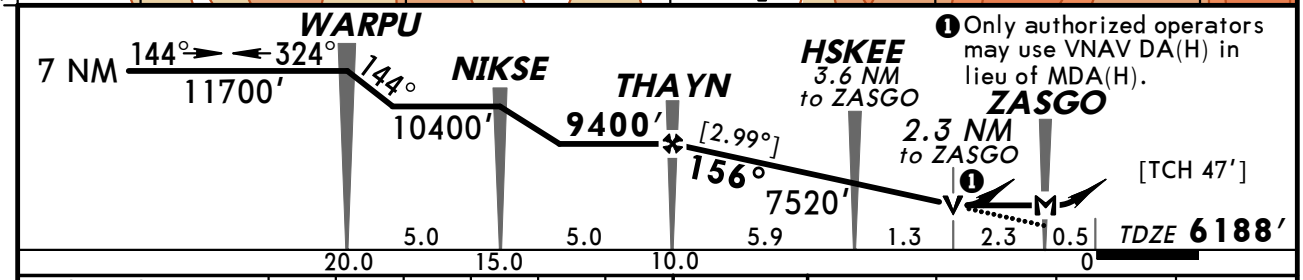
MISSED APCH: Climbing RIGHT turn to 11700′ direct GIGSE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting, if not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 122.8.

12,600′
MSA ZASGO





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at ZASGO						

REIL
PAPI-L

11700′
RT

GIGSE

STRAIGHT-IN LANDING RWY 16 LNAV MDA(H) 7140′ (952′)		CIRCLE-TO-LAND Not Authorized East of Rwy 16-34	
		Max Kts	MDA(H)
A	1¼	90	7140′(919′)-1¼
B	1½	120	7140′(919′)-1½
C	3	140	7140′(919′)-3
D	NA	D	NA

TERPS AMEND 2

CHANGES: None.

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KAFO/AFO
AFTON MUN

JEPPESEN

15 JUN 07 (12-2)

AFTON, WYO
RNAV (GPS) Rwy 34

BRIEFING STRIP ™

AWOS-3	SALT LAKE CITY Center	CASPER Radio	AFTON MUN UNICOM
119.02	128.35	122.3	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 6221′
	346°	ALLRD 10100′ (3879′)	7620′ (1399′)	TDZE 6221′

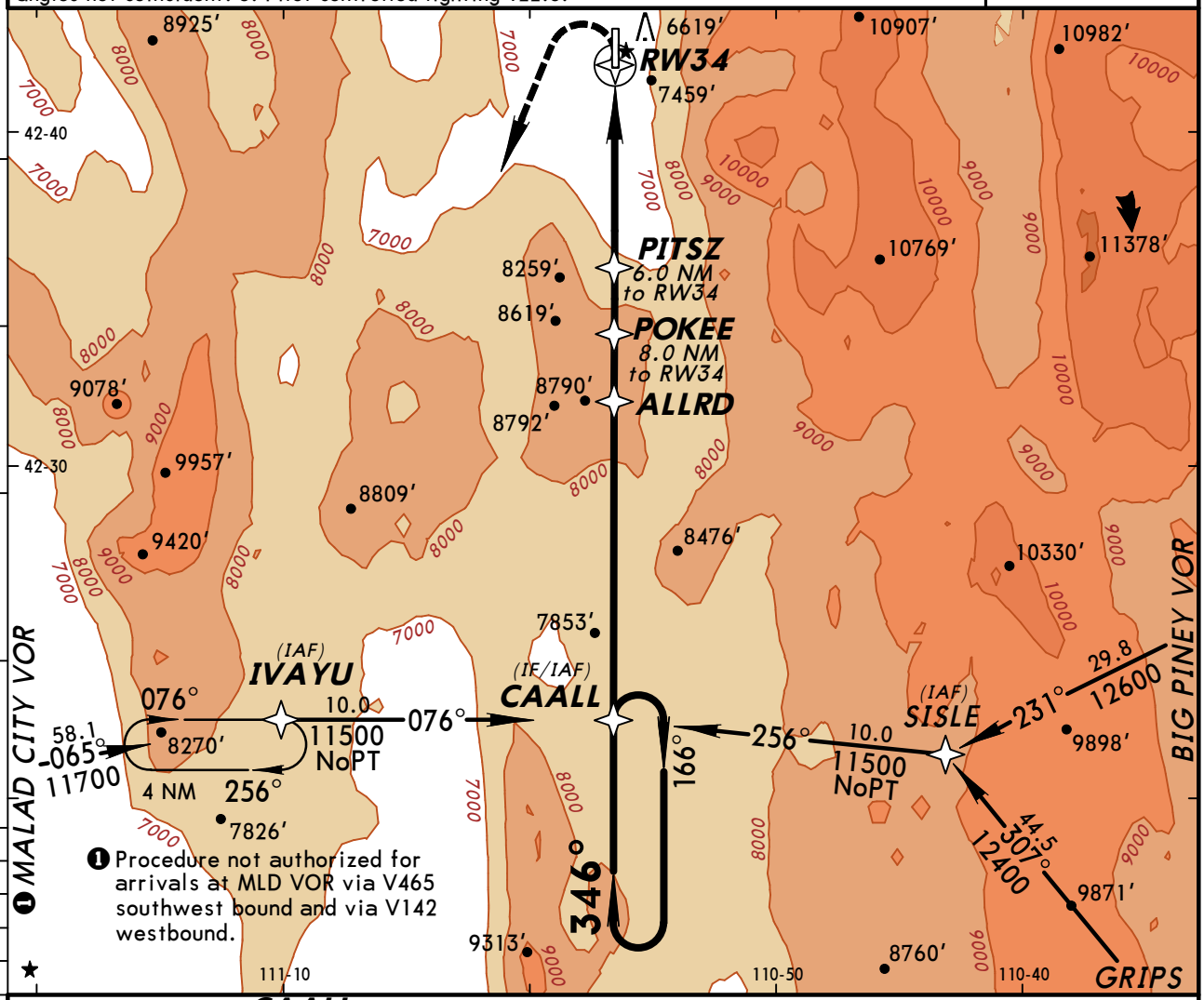
MISSED APCH: Climbing LEFT turn to 11500′ direct IVAYU and hold.

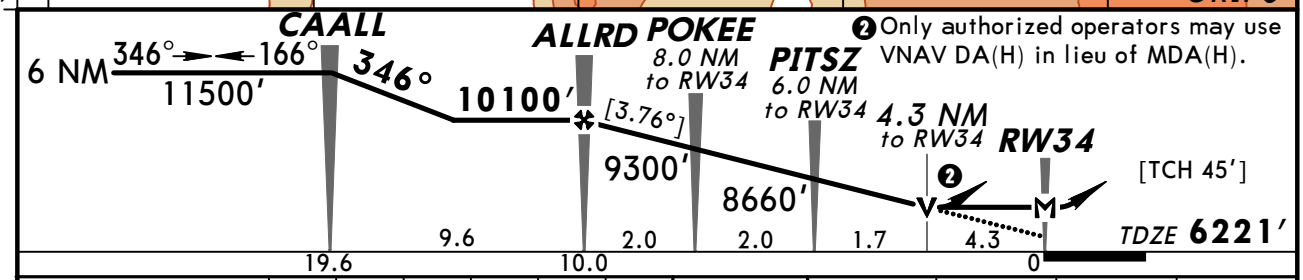
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting, if not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 122.8.

12,600′

MSA RW34





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.76°]	466	599	666	799	932	1065
MAP at RW34						

REIL
PAPI-L

11500′ LT

IVAYU

STRAIGHT-IN LANDING RWY 34 LNAV MDA(H) 7620′ (1399′)		CIRCLE-TO-LAND Not Authorized East of Rwy 16-34	
		Max Kts	MDA(H)
A	1¼	90	7620′ (1399′)-1¼
B	1½	120	7620′ (1399′)-1½
C	3	140	7620′ (1399′)-3
D	NA	D	NA

TERPS AMEND 2

CHANGES: Lighting.

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General Information

Location: Big Piney WY USA
IATA Code: BPI
Lat/Long: N42° 35.1' W110° 06.7'
Elevation: 6990 ft

Airport Use: Public
Magnetic Variation: 11.6°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1400 Z
Sunset: 0107 Z,

Runway Information

Runway: 08
Length x Width: 3300 ft x 140 ft
Surface Type: turf
TDZ-Elev: 6942 ft

Runway: 13
Length x Width: 6803 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6990 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 3300 ft x 140 ft
Surface Type: turf
TDZ-Elev: 6925 ft

Runway: 31
Length x Width: 6803 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6965 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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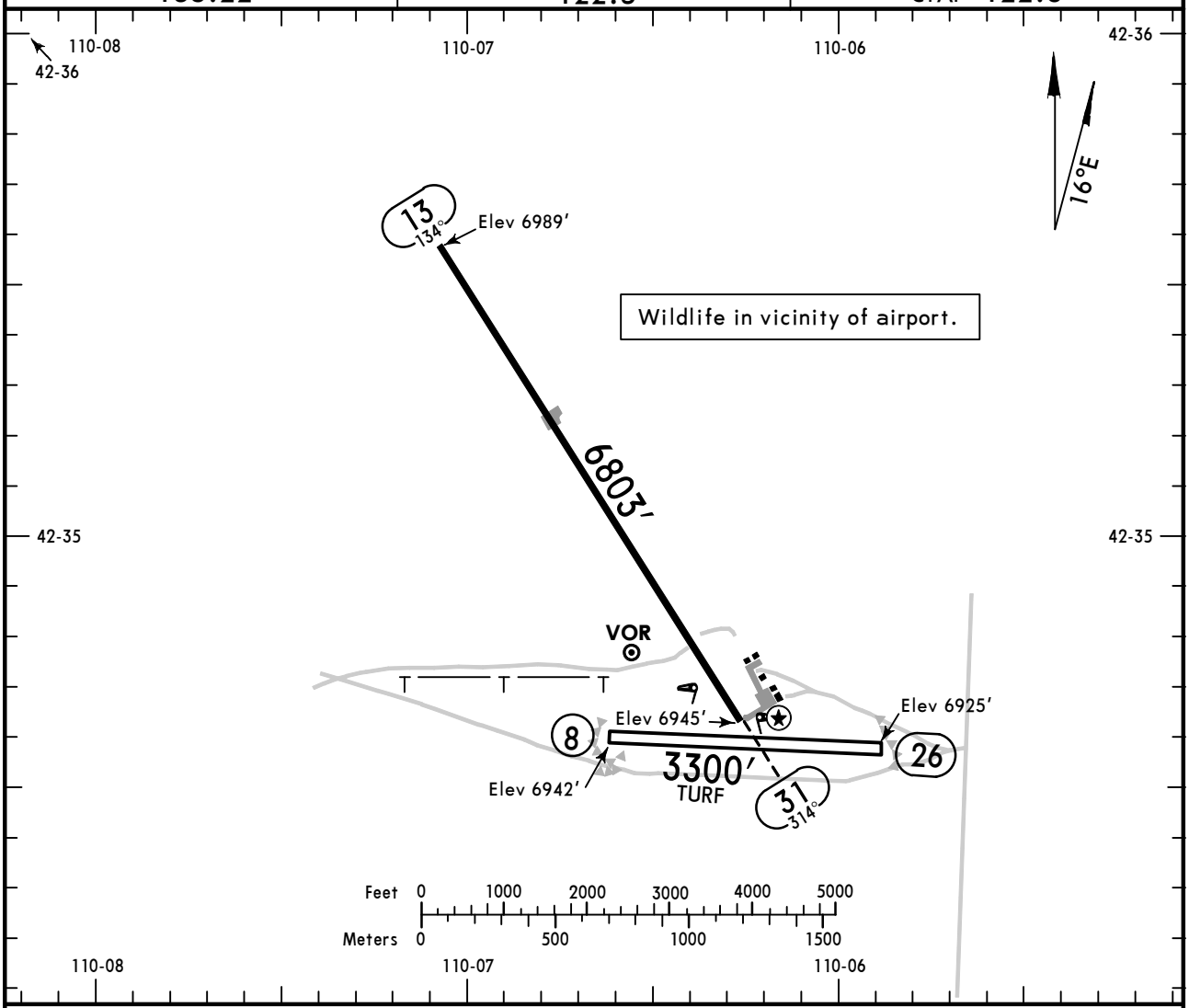
ASOS 135.225
Miley Memorial Field Unicom 122.8 CTAF
Activate Lights Only Multicom 122.7 PCL
Casper Flight Service Station 122.3 RCO

ASOS	CASPER Radio	MILEY MEML UNICOM
135.22	122.3	CTAF 122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶ 26					140′
13 ❷ 31	❸ MIRL ❸ REIL ❸ PAPI-L (angle 3.0°)				75′

❶ No line of sight between runway ends. Rwy unmaintained; several holes, mounding and sagebrush full length of rwy. No access to apron area. Difficult to see rwy boundaries. Contact manager prior to use.
❷ Porous friction course overlay.
❸ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 31		Rwys 8, 26
	Adequate Vis Ref	STD	
1 & 2 Eng	¼	1	NA
3 & 4 Eng		½	

FOR FILING AS ALTERNATE

A	800-2
B	
C	
D	800-2¼

OBSTACLE DP: Rwy 13: Climb to 8400′ via BPI R-124;
Rwy 31: Climb to 10800′ via BPI R-320; Thence all aircraft climb on course.

AMEND 0

CHANGES: Airport name.

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BRIEFING STRIP ™

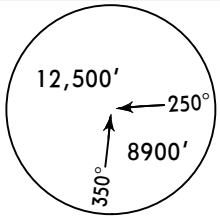
ASOS	CASPER Radio	MILEY MEML UNICOM
135.22	122.3	CTAF 122.8

VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 6990′
BPI 116.5	298°		7680′ (715′)	TDZE 6965′

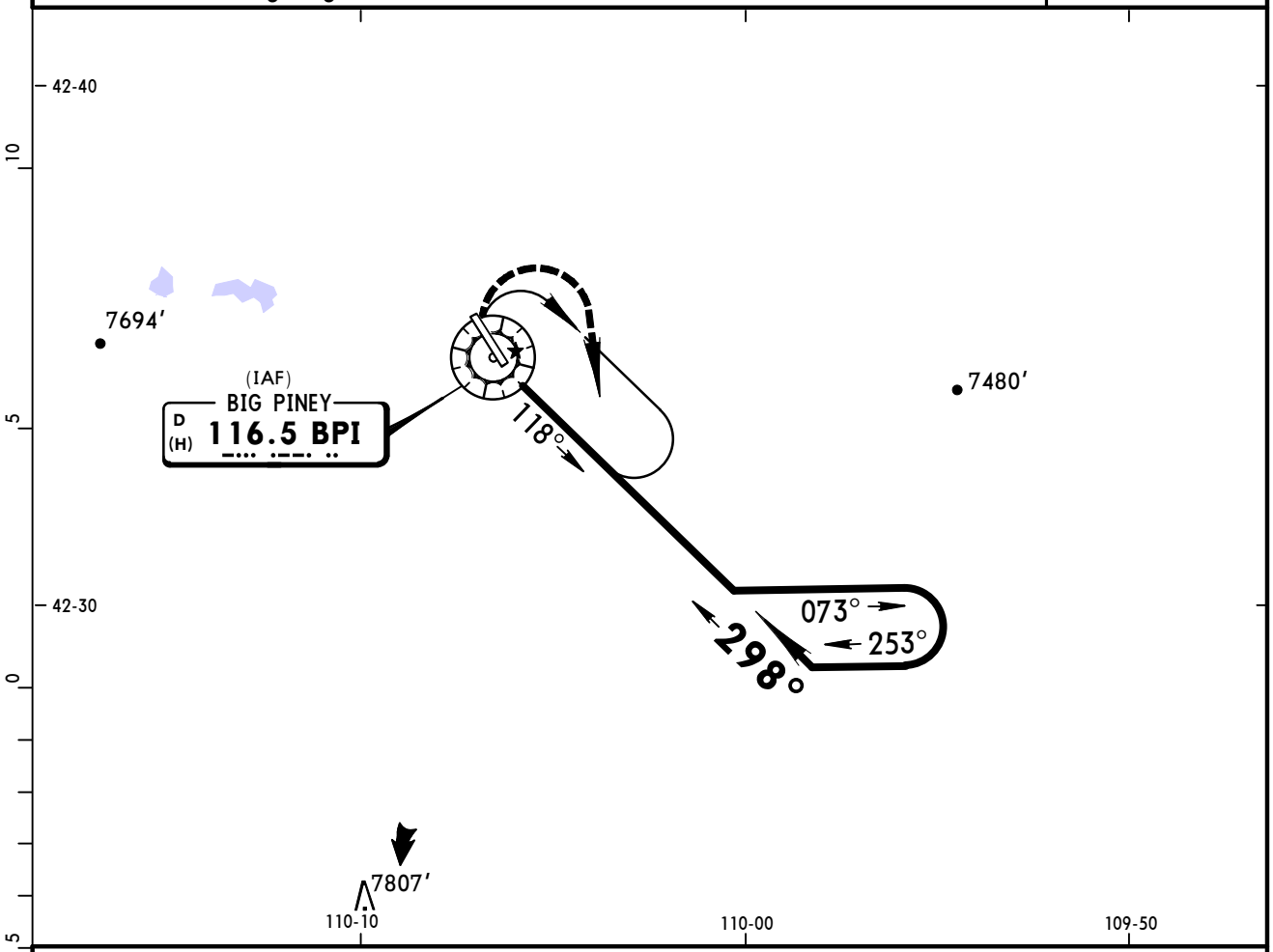
MISSED APCH: Climbing RIGHT turn to 10000′ outbound on BPI VOR R-118, then return to BPI VOR and hold.

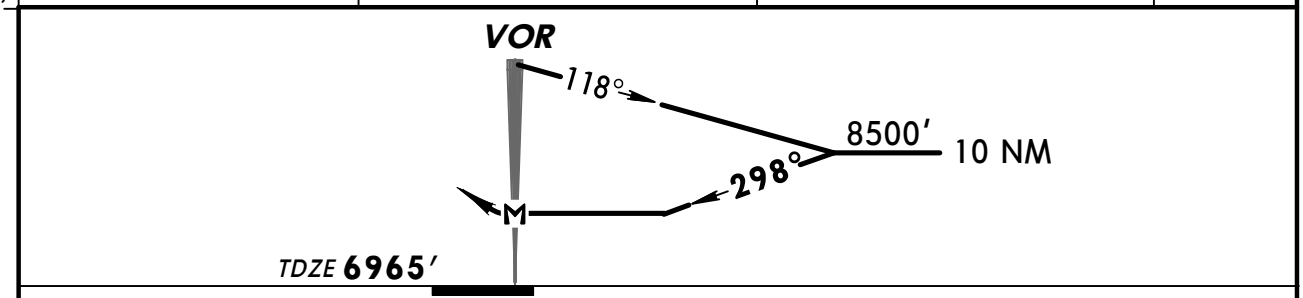
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.7.



MSA BPI VOR





MAP at VOR								REIL PAPI-L	10000′ RT	BPI 116.5 R-118

STRAIGHT-IN LANDING RWY31		CIRCLE-TO-LAND	
MDA(H) 7680′ (715′)		Max Kts	MDA(H)
A	1	90	7680′ (690′)-1
B		120	
C	2	140	7680′ (690′)-2
D	2¼	165	7680′ (690′)-2¼

TERPS AMENDMENT 3C

CHANGES: Airport name.

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BRIEFING STRIP ™

ASOS	CASPER Radio	MILEY MEML UNICOM
135.22	122.3	CTAF 122.8

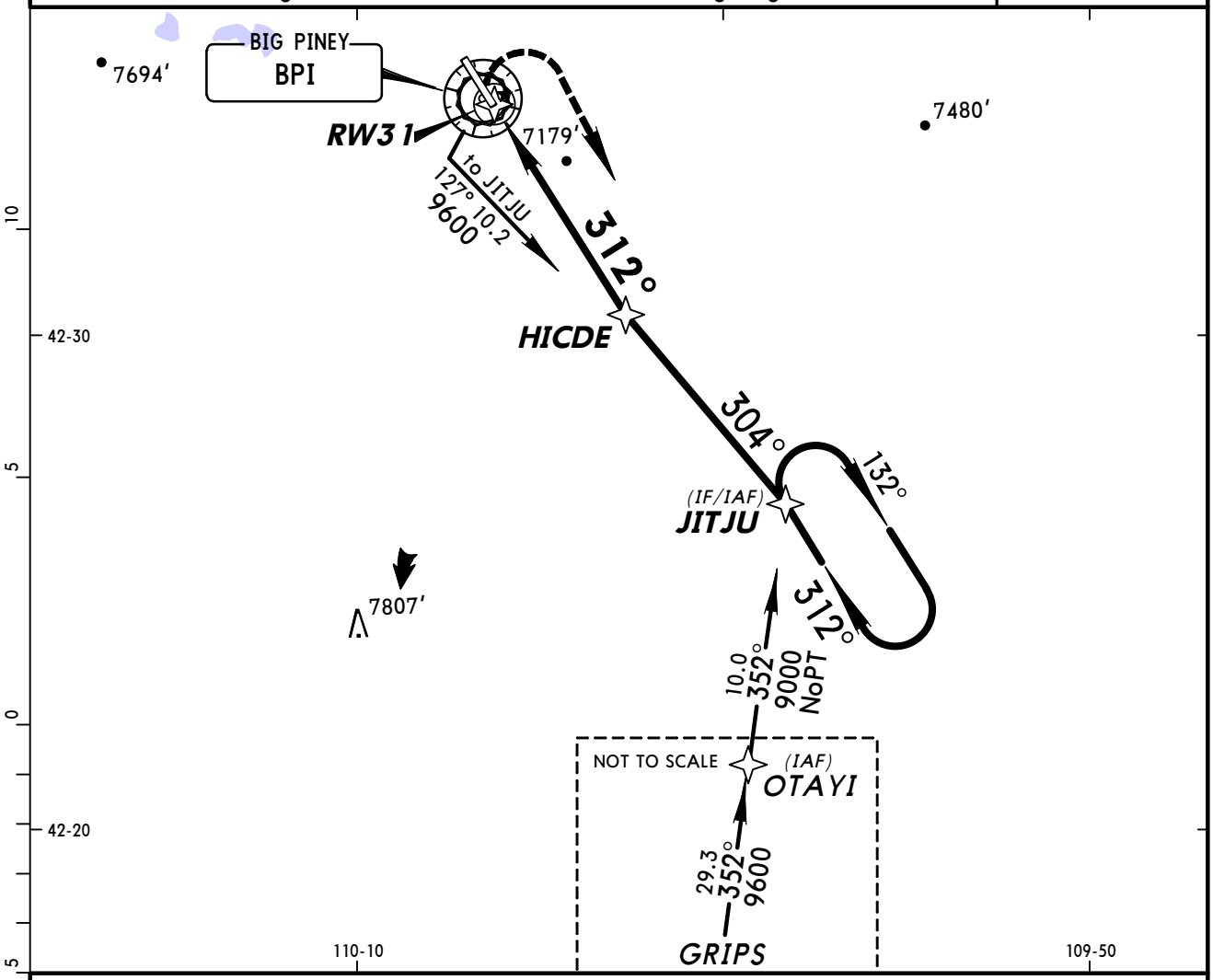
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 6990′
	312°	HICDE 8400′ (1435′)	7440′ (475′)	TDZE 6965′

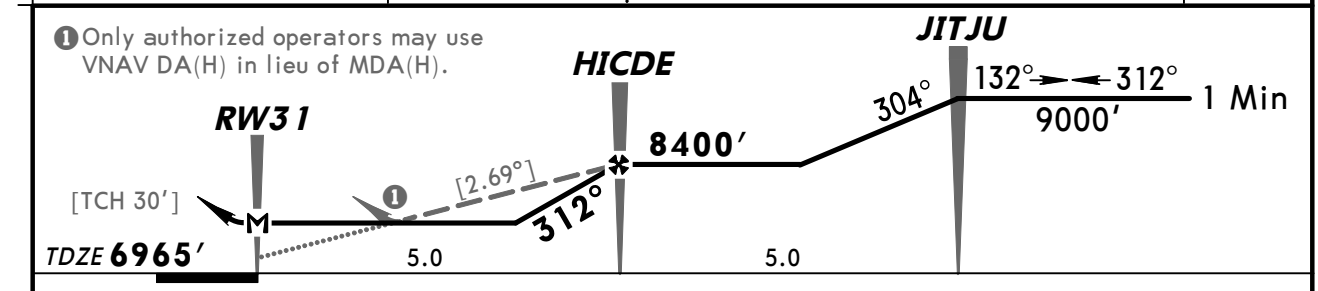
12,500′
MSA RW31

MISSED APCH: Climbing RIGHT turn to 9000′ direct JITJU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.7.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.69°]	333	428	476	571	666	761
MAP at RW31						

REIL
PAPI-L

9000′ RT

D

JITJU

STRAIGHT-IN LANDING RWY31		CIRCLE-TO-LAND	
MDA(H) 7440′ (475′)		Max Kts	MDA(H)
A	1	90	7460′ (470′) -1
B		120	7560′ (570′) -1
C	1¼	140	7560′ (570′) -1½
D	1½	165	7560′ (570′) -2

TERPS AMEND OB

CHANGES: MSA.

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General Information

Location: Cody WY USA
IATA Code: COD
Lat/Long: N44° 31.2' W109° 01.4'
Elevation: 5102 ft

Airport Use: Public
Magnetic Variation: 11.4°E
Sectional Chart: Great Falls

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 802 ft AGL

Sunrise: 1357 Z
Sunset: 0101 Z,

Runway Information

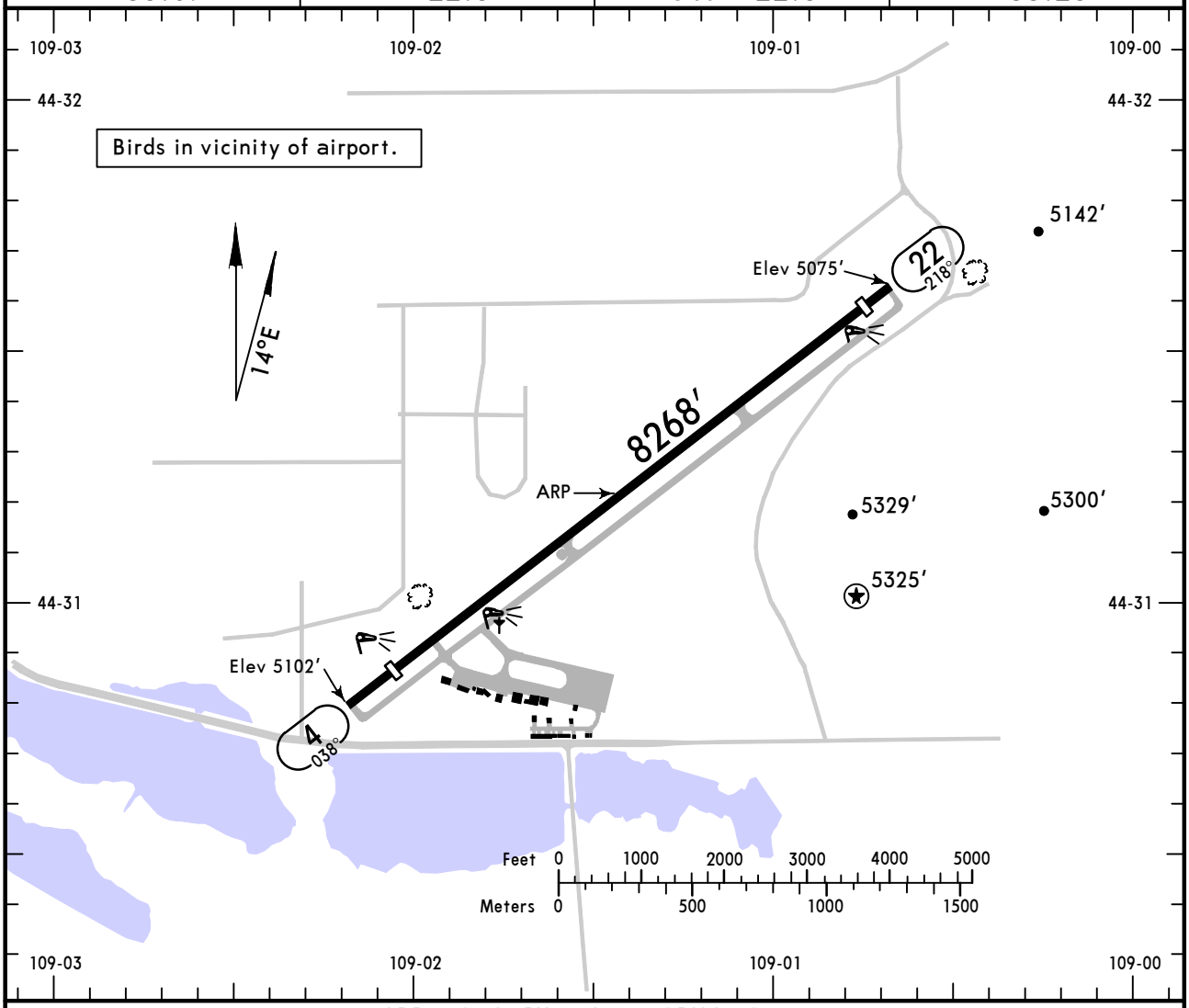
Runway: 04
Length x Width: 8268 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5097 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 690 ft
Stopway: 234 ft

Runway: 22
Length x Width: 8268 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5076 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 400 ft

Communication Information

AWOS 135.075
Yellowstone Regl Unicom 122.8 CTAF PCL
Casper Flight Service Station 122.3 RCO
Salt Lake City Center 133.25 Remote Communications Air-Ground

AWOS-3	CASPER Radio	YELLOWSTONE REGL UNICOM	SALT LAKE Center
135.07	122.3	CTAF 122.8	133.25



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.50°) grooved	❷ 7178′			100′
22	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.00°) grooved	❸ 7178′			

❶ Activate on 122.8.
❷ Last 400′ is unavailable for landing distance computations.
❸ Last 690′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 4			Rwy 22		
	With Mim climb of 400′/NM to 8000′		For Climb in Visual Conditions	With Mim climb of 385′/NM to 7400′		For Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	4200-3	1/4	1	4200-3
3 & 4 Eng		1/2			1/2	

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 22	VOR-A	Other
A	800-2	800-2	NA
B			
C	800-2 1/4		
D	900-2 3/4	900-3	

OBSTACLE DP: Rwy 4: Climb heading 038° to 5900′, then climbing left turn via COD VOR R-171 to COD VOR or for climb in visual conditions to cross Yellowstone Regl at or above 9400′, then via COD VOR R-189 to COD VOR to cross COD VOR at or above MEA for route of flight.

Rwy 22: Climb heading 218° to 6600′, then climbing left turn via COD VOR R-180 to COD VOR or for climb in visual conditions to cross Yellowstone Regl at or above 9400′, then via COD VOR R-189 to COD VOR to cross COD VOR at or above MEA for route of flight.

AMEND 4

CHANGES: Take-off minimums, Obstacle DP.

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AWOS-3	SALT LAKE Center	CASPER Radio	YELLOWSTONE REGL UNICOM
135.07	133.25	122.3	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 5102′
Ch 93600 W-22A	218°	ELYPS 7500′(2424′)	5457′(381′)	TDZE 5076′

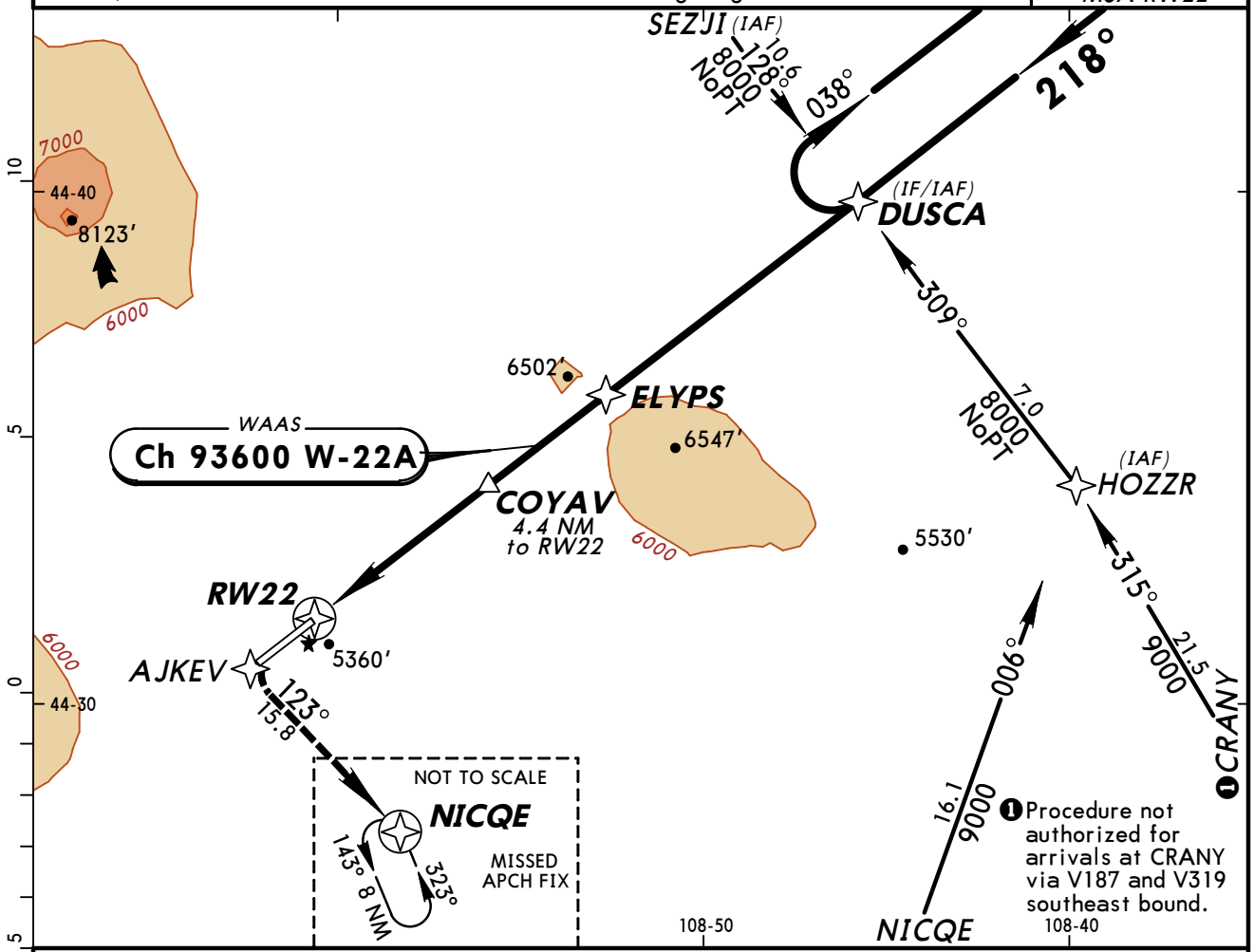
MISSED APCH: Climb to 9600′ direct AJKEV and LEFT turn via 123° track to NICQE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

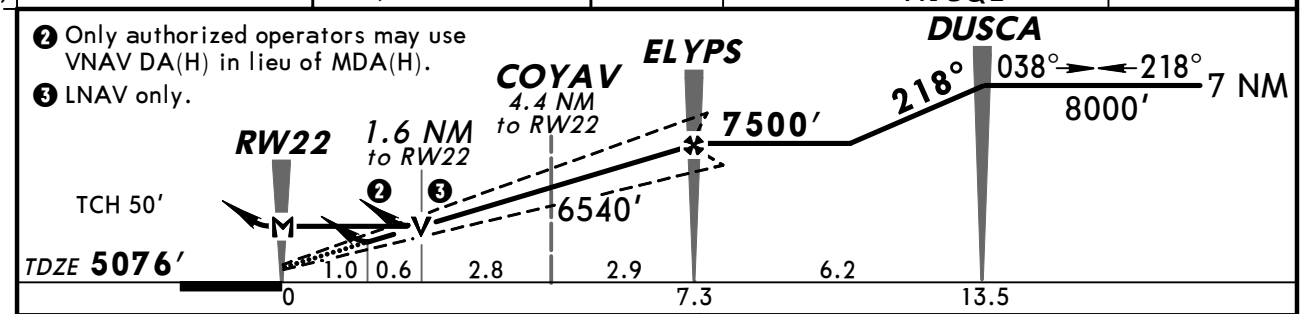
1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 122.8.

13,600′
MSA RW22

BRIEFING STRIP™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).
❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
PAPI-L
9600′
AJKEV

STRAIGHT-IN LANDING RWY 22			CIRCLE-TO-LAND	
	LPV DA(H) 5457′(381′)	LNAV MDA(H) 5620′(544′)	Max Kts	MDA(H)
A	1¼	1	90	5840′(738′)-1¼
B			120	
C		1½	140	5900′(798′)-2¼
D		1¾	165	5960′(858′)-2¾

TERPS AMEND 1

CHANGES: Procedure.

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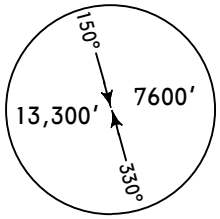
AWOS-3	SALT LAKE Center	CASPER Radio	YELLOWSTONE REGL UNICOM
135.07	133.25	122.3	CTAF 122.8

BRIEFING STRIP ™

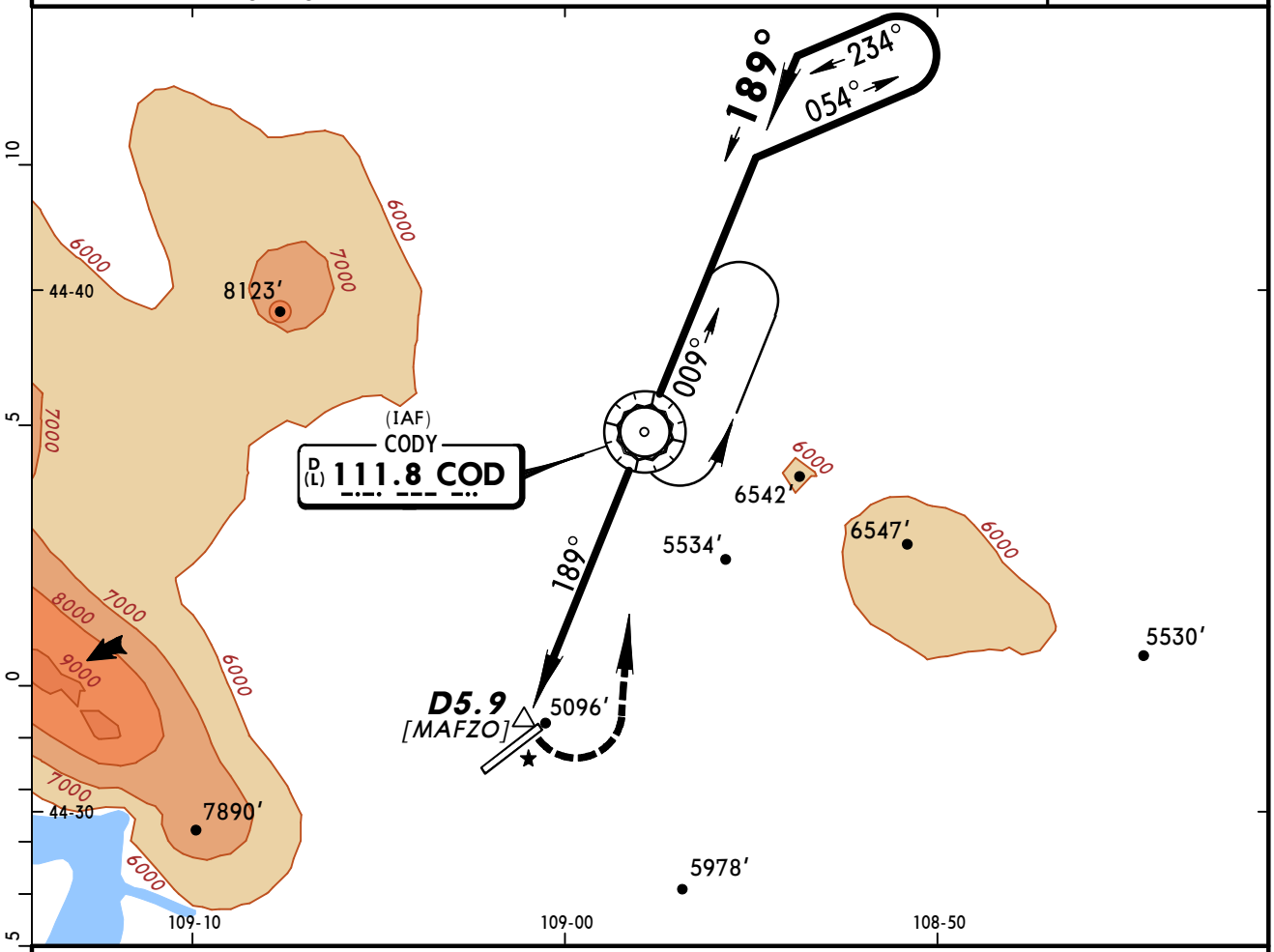
VOR COD 111.8	Final Apch Crs 189°	Minimum Alt VOR 6500′ (1402′)	MDA(H) Refer to Minimums	Apt Elev 5098′

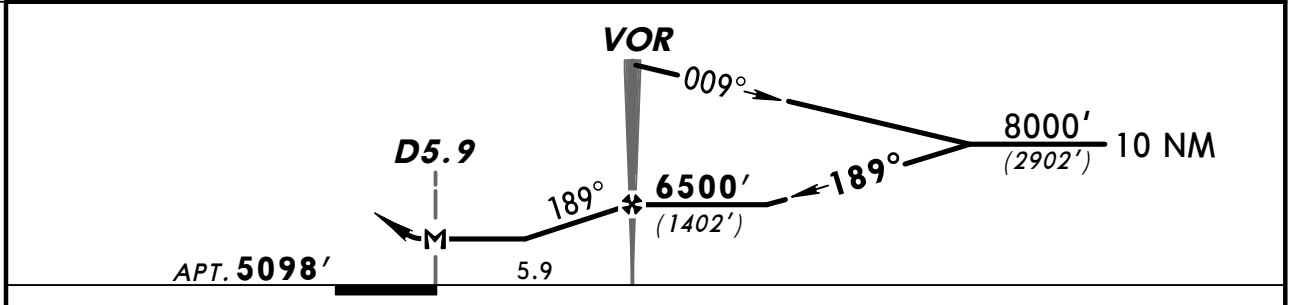
MISSED APCH: Climbing LEFT turn to 8000′ direct COD VOR and hold.

Pilot controlled lighting 122.8.



MSA COD VOR





Gnd speed-Kts		70	90	100	120	140	160
MAP at D5.9 or VOR to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

Lighting - Refer to Airport Chart | 8000′ LT | D | COD 111.8

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5800′ (702′)-1
B	120	
C	140	5800′ (702′)-2
D	165	5920′ (822′)-2¾

AMEND 7

CHANGES: Printing sequence.

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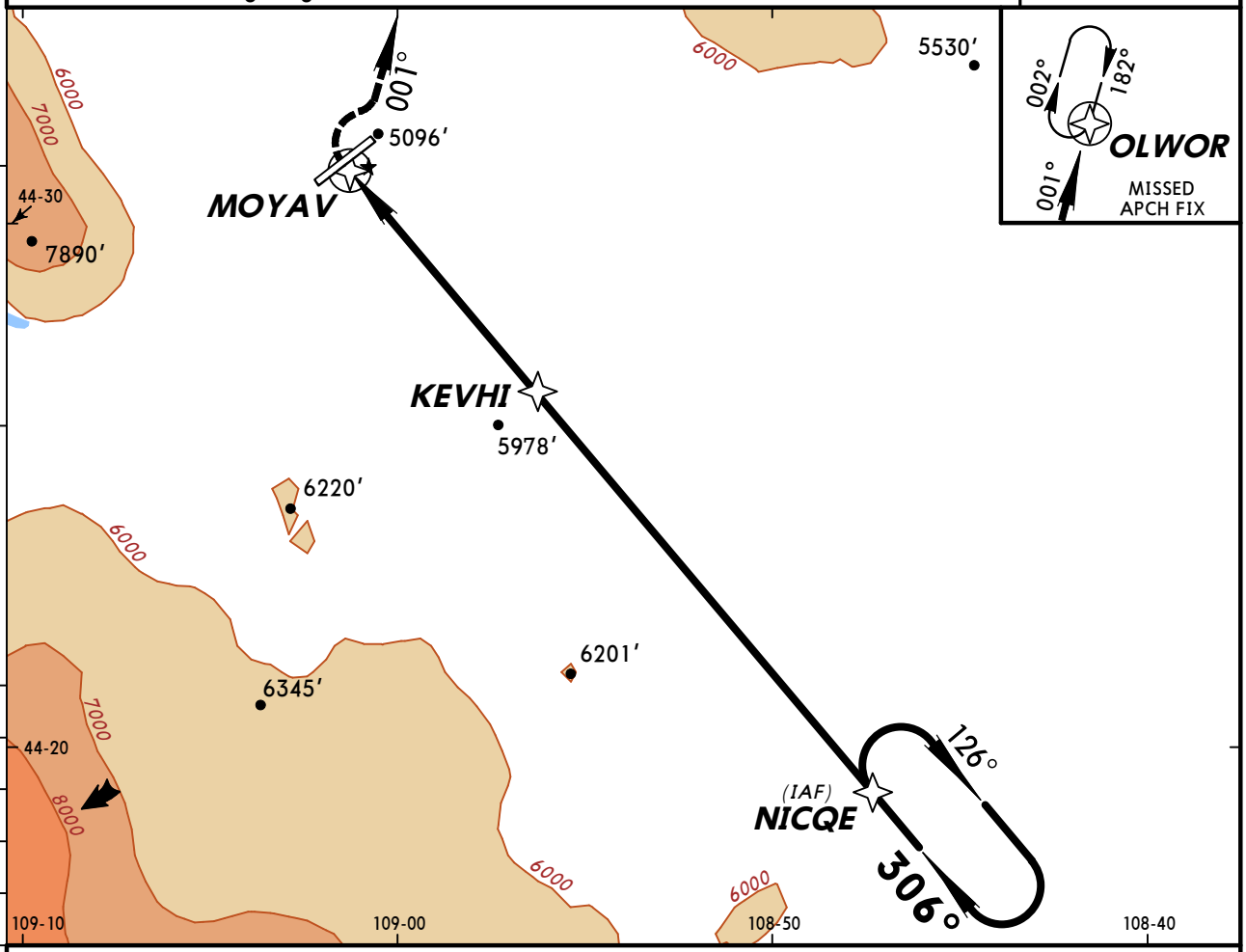
AWOS-3	SALT LAKE Center	CASPER Radio	YELLOWSTONE REGL UNICOM
135.07	133.25	122.3	CTAF 122.8

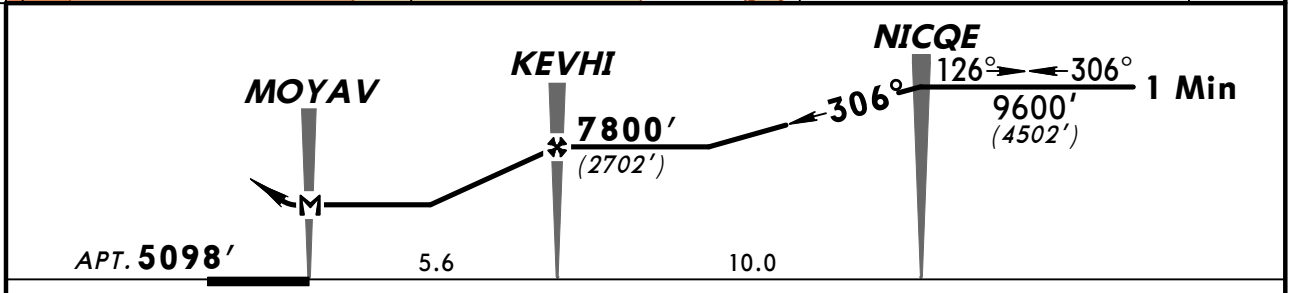
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	306°	KEVHI 7800′ (2702′)	Refer to Minimums	5098′

MISSED APCH: Climbing RIGHT turn to 6800′ via 001° course to OLWOR and hold.

1. Pilot controlled lighting 122.8.

13,600′
MSA MOYAV





MAP at MOYAV							Lighting - Refer to Airport Chart	6800′ RT via 001°	OLWOR

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	6100′ (1002′) - 1¼
B	120	6100′ (1002′) - 1½
C	140	6100′ (1002′) - 3
D	165	

BRIEFING STRIP ™

AMEND 0

CHANGES: Contours added.

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General Information

Location: Casper WY USA
IATA Code: CPR
Lat/Long: N42° 54.5' W106° 27.9'
Elevation: 5350 ft

Airport Use: Public
Magnetic Variation: 9.9°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1345 Z
Sunset: 0052 Z,

Runway Information

Runway: 03
Length x Width: 10165 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5328 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 08
Length x Width: 8679 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5344 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 10165 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5330 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 8679 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5335 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 100 ft

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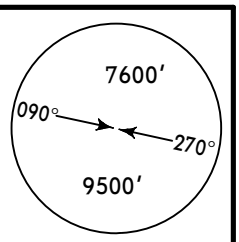
Communication Information

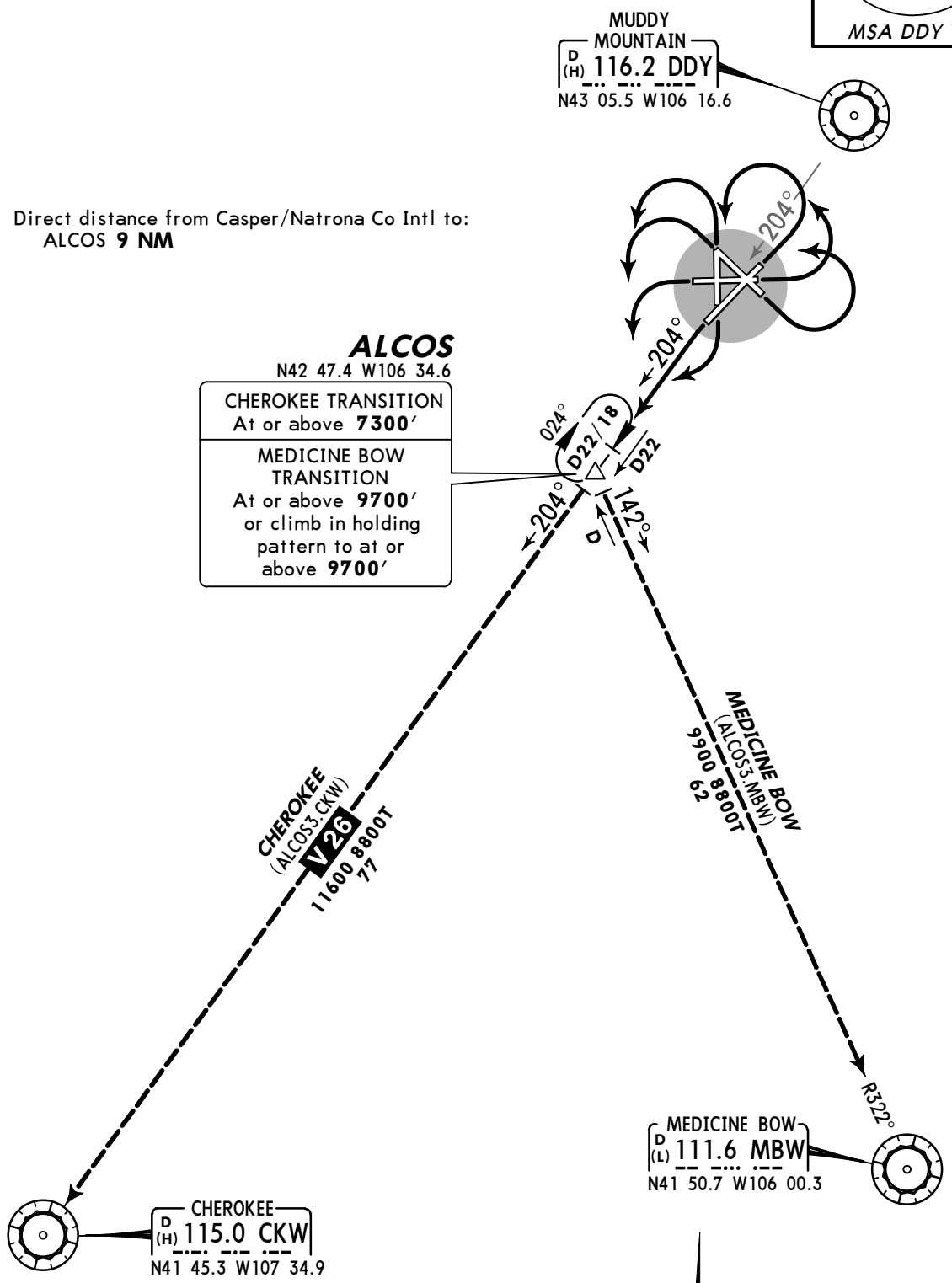
ATIS 126.15
ASOS 126.15
Casper Tower 118.3 CTAF PCL
Casper Ground Control 121.9
Casper Clearance Delivery 121.9
Casper Approach Control 120.65 Initial Contact
Casper Approach Control 119.0 Secondary
Casper Departure Control 120.65
Casper Departure Control 119.0 Secondary
Casper/Natrona Co Intl Unicom 122.95
Casper Flight Service Station 118.3 AAS CTAF PCL
Casper Flight Service Station 122.4 RCO
Casper Flight Service Station 122.2 RCO
Denver Center 135.6 Remote Communications Air-Ground

*CASPER Departure (R)	DENVER Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
120.65	135.6 when Dep inop.	5350′	DME required.



MSA DDY VOR

ALCOS THREE DEPARTURE (ALCOS3.ALCOS)



This SID requires a minimum climb gradient of 270′ per NM to **7300′.**

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350

RWY	INITIAL CLIMB
17	Turn RIGHT.
ALL OTHERS	Turn LEFT.

ROUTING

Climb via DDY R-204 to ALCOS, then via transition or assigned route.

CHANGES: Airport name.

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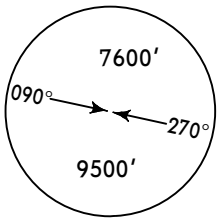
*CASPER Departure (R)	DENVER Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
120.65	135.6 when Dep inop.	5350′	RADAR required.



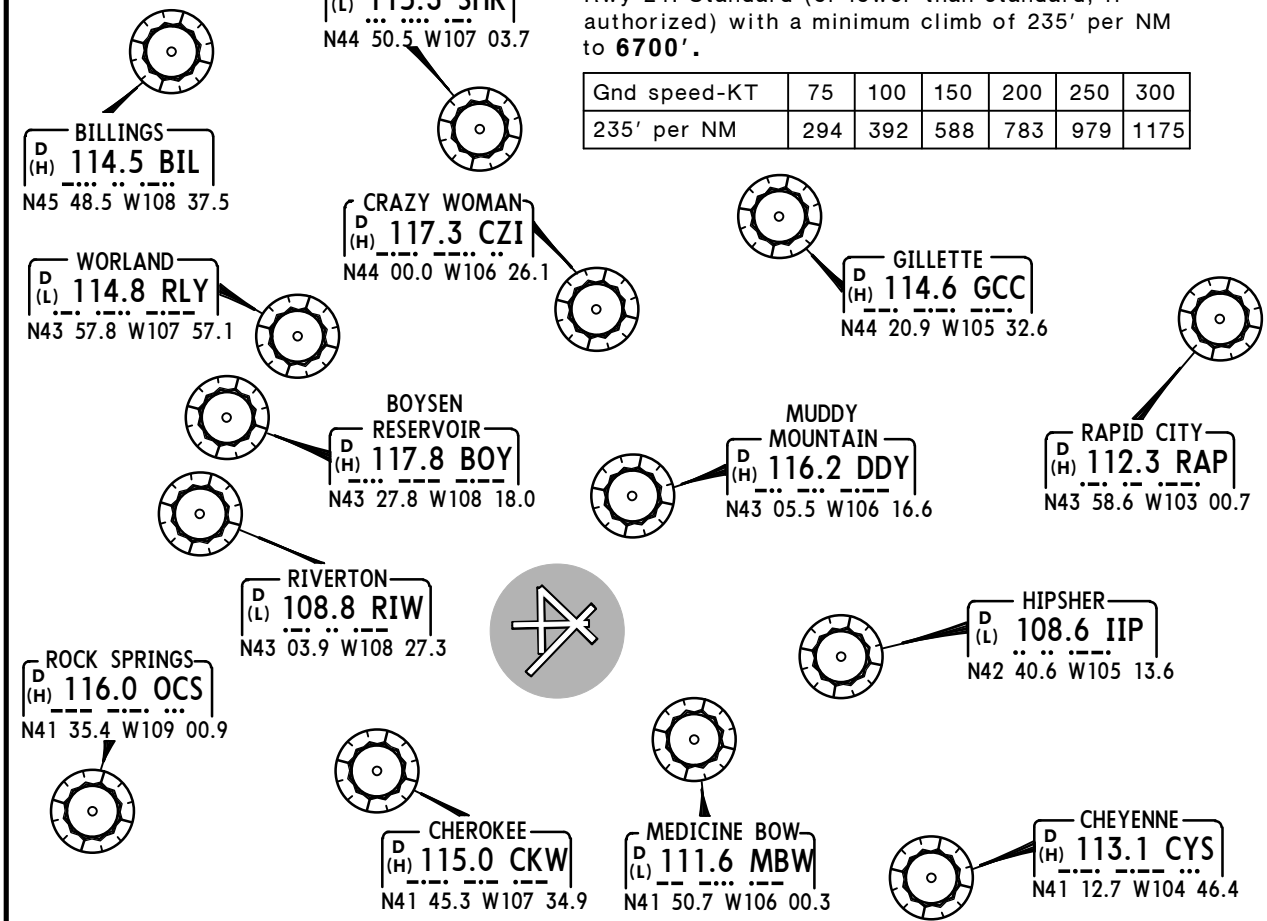
MSA DDY VOR

CASPER TWO DEPARTURE (CPR2.CPR)

NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 12, 17, 30, 35: Not authorized-Environmental.
Rwys 3, 8, 26: Standard (or lower than standard, if authorized).
Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 235′ per NM to **6700′.**

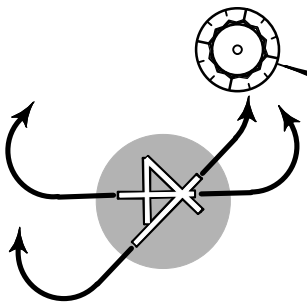
Gnd speed-KT	75	100	150	200	250	300
235′ per NM	294	392	588	783	979	1175



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no transmissions are received for one minute after departure, **MAINTAIN** assigned heading until **7000′**, then climb to filed altitude via direct DDY, then via assigned route. Rwys 3 and 8 turn LEFT to DDY, Rwys 21 and 26 turn RIGHT to DDY.

Direct distance from Casper/Natrona Co Intl to:
DDY **14 NM**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

RWY	INITIAL CLIMB	ALTITUDE
3	Climb on a heading between 212° clockwise 094° from departure end of runway as assigned by ATC.	**MAINTAIN 14000′** or assigned lower altitude
8	Climb on a heading between 257° clockwise 094° from departure end of runway as assigned by ATC.	
21	Climb on a heading between 195° clockwise 032° from departure end of runway as assigned by ATC.	
26	Climb on a heading between 190° clockwise 077° from departure end of runway as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to filed/assigned fix/route. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, airport name.

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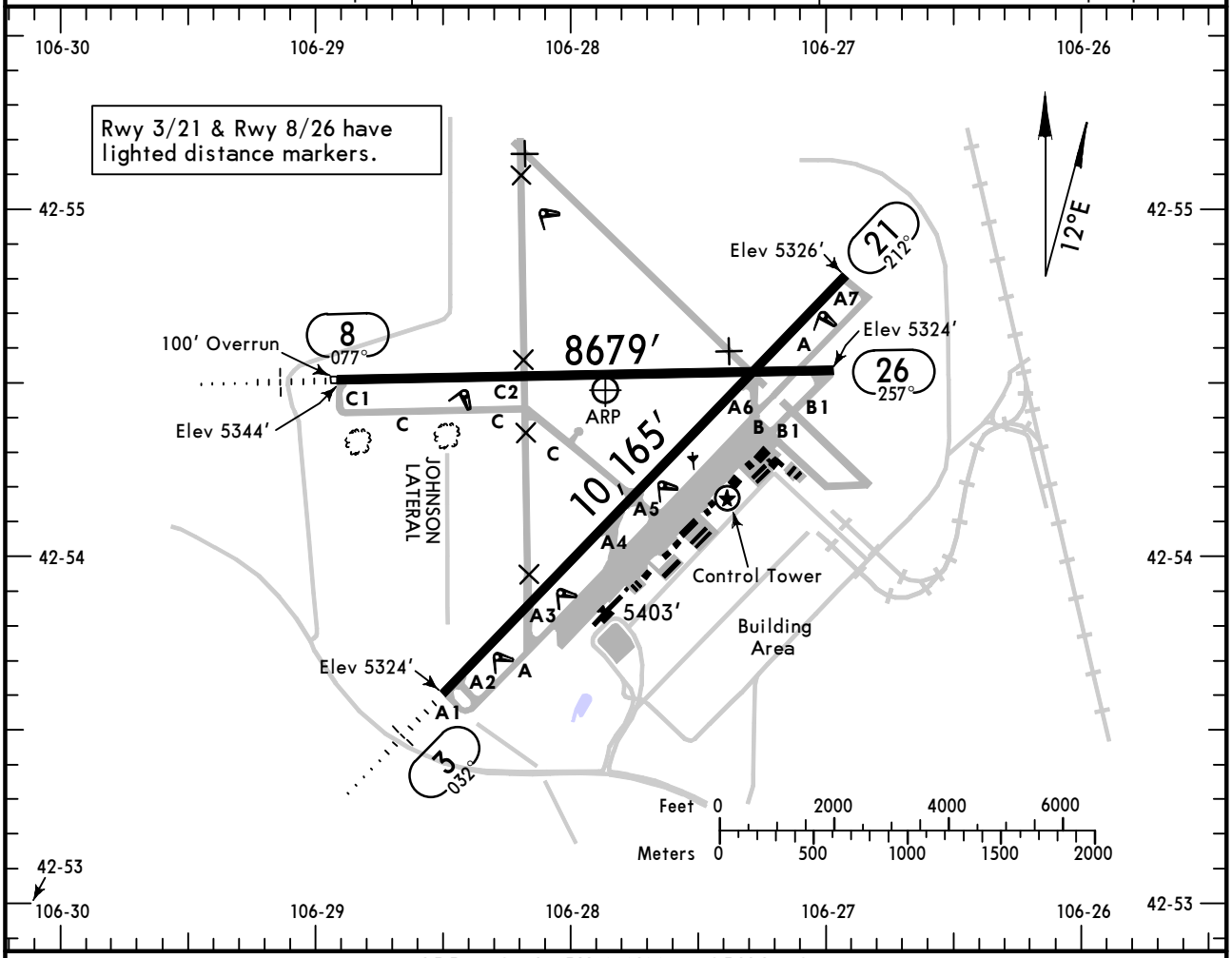
ATIS (ASOS when Twr inop)	*CASPER Clearance	*Ground	*Tower
126.15	121.9	121.9	118.3

CASPER Radio (LAA and Clearance)	*CASPER Departure (R)	DENVER Center (R)
CTAF 118.3 when Twr inop.	120.65	135.6 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ HIRL	❶ MALSR	VASI-R	grooved	RVR		9247′		150′
21	❶ HIRL	REIL	VASI-L	grooved				
8	❶ HIRL	❶ MALSR	VASI-R	grooved	RVR		6686′		150′
26	❶ HIRL	REIL	VASI-R	grooved				

❶ Activate on 118.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	ILS Rwy 8	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 26 VOR DME Rwy 3 VOR DME Rwy 21	ILS Rwy 3 LOC Rwy 3	LOC Rwy 8
A	600-2	800-2	800-2	800-2
B				
C			800-2½	
D	NA		800-2¾	NA

OBSTACLE DP: Rwys 3 and 8 turn left. All others turn right. All aircraft climb direct DDY VOR before proceeding on course, or comply with Casper SIDs.

AMEND 3A

CHANGES: Obstacle DP, alternate minimums.

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KCPR/CPR
CASPER/NATRONA CO INTL

JEPPESEN

10 JUN 11 (11-1)

CASPER, WYO
ILS or LOC Rwy 3

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App inop.	118.3	121.9	CTAF 118.3 when Twr inop.

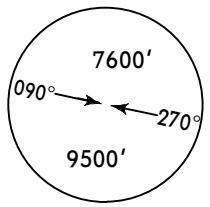
BRIEFING STRIP ™

LOC ISYD	Final Apch Crs	GS SPIDE	ILS DA(H)	Apt Elev 5350′
111.3	032°	7188′(1860′)	5528′(200′)	TDZE 5328′

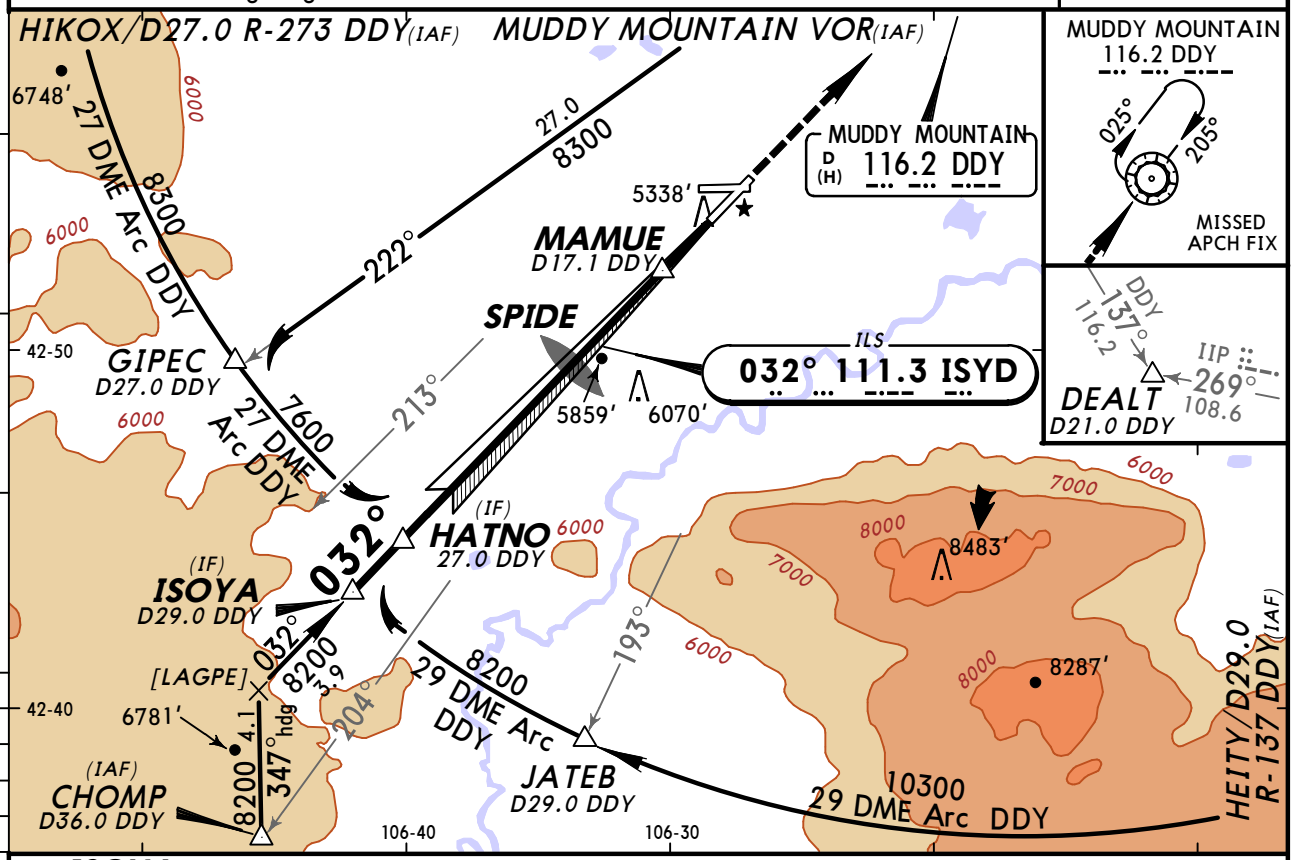
MISSED APCH: Climb to 7500′ then LEFT turn direct DDY VOR and hold.

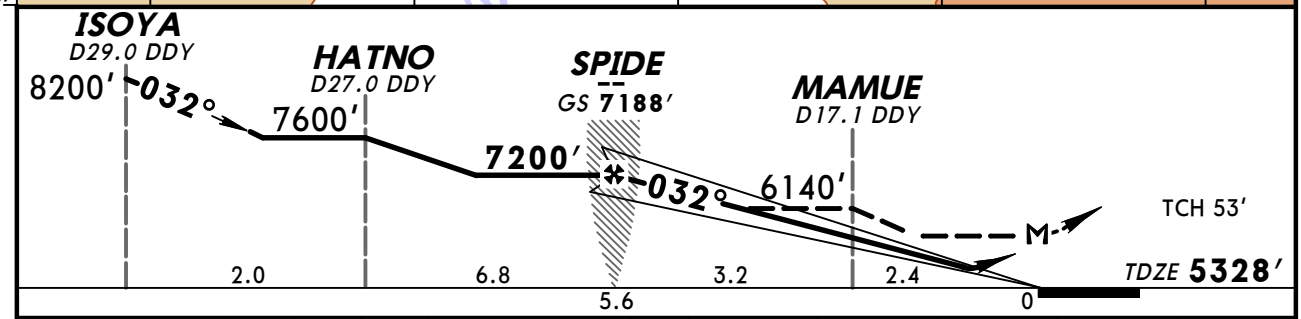
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous reception of ISYD LOC and DDY DME required.
3. DME from DDY VOR. 4. Maximum holding airspeed 230 KIAS.
5. Pilot controlled lighting 118.3.



MSA DDY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
SPIDE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR VASI | 7500′ | LT | D | DDY 116.2

TERPS AMEND 6A

STRAIGHT-IN LANDING RWY 3

	ILS DA(H) 5528′(200′) FULL	ILS DA(H) 5528′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 5600′(272′) With MAMUE			LOC (GS out) MDA(H) 6140′(812′) Without MAMUE		
				RAIL out	ALS out		RAIL out	ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						RVR 40 or ¾	RVR 60 or 1¼	
C						2	2½	
D			RVR 40 or ¾	RVR 50 or 1		2¼	2¾	

CIRCLE-TO-LAND

Max Kts	With MAMUE MDA(H)	Without MAMUE MDA(H)
90	5780′(430′) -1	6140′(790′) -1
120	5800′(450′) -1	6140′(790′) -1¼
140	5800′(450′) -1½	6140′(790′) -2½
165	5900′(550′) -2	6140′(790′) -2¾

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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KCPR/CPR
CASPER/NATRONA CO INTL

JEPPESEN 10 JUN 11 (11-2)

CAT A, B & C

CASPER, WYO
ILS or LOC Rwy 8

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App inop.	118.3	121.9	CTAF 118.3 when Twr inop.

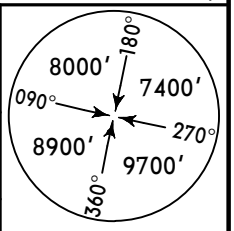
BRIEFING STRIP™

LOC ICPR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 5350′
110.3	077°	6700′ (1356′)	5644′ (300′)	TDZE 5344′

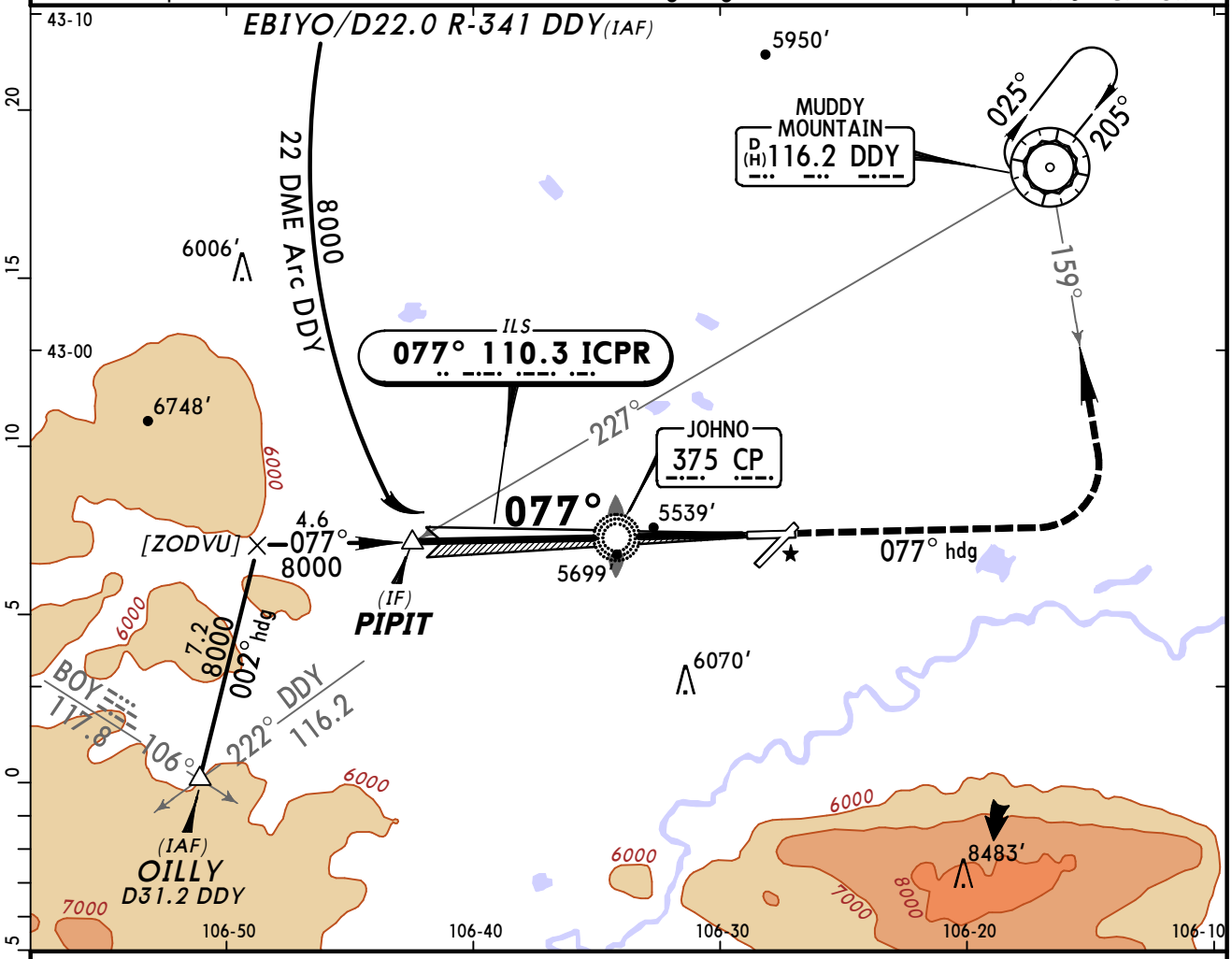
MISSED APCH: Climb to 7700′ via 077° heading and inbound on DDY VOR R-159 to DDY VOR and hold.

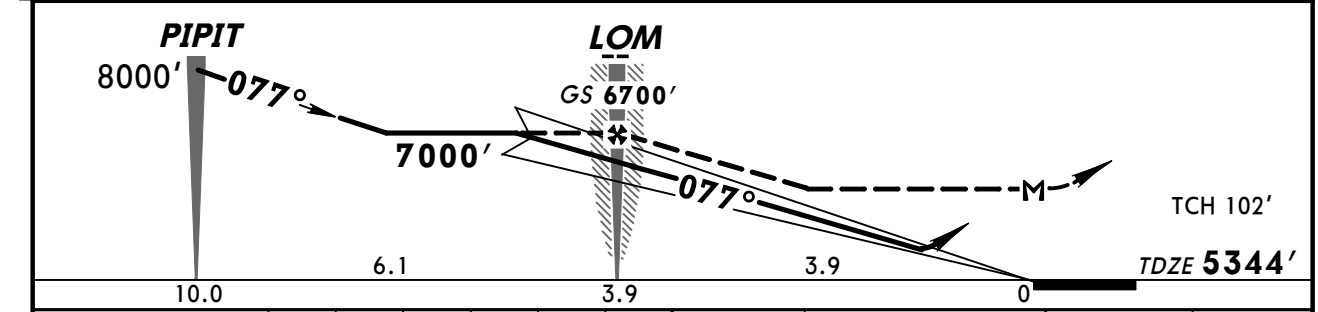
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Glide slope unusable above 7100′. 2. Pilot controlled lighting 118.3.



MSA CP LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR — VASI

7700′ via 077° hdg and DDY 116.2 R-159

DDY 116.2

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 5644′ (300′) FULL	ILS DA(H) 5644′ (300′) RAIL or ALS out	LOC (GS out) MDA(H) 5800′ (456′)	LOC (GS out) MDA(H) 5800′ (456′) RAIL out	LOC (GS out) MDA(H) 5800′ (456′) ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	5800′ (450′) - 1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	5800′ (450′) - 1½
D	NA		NA			D	NA

AMEND 25A TERPS

CHANGES: Airport name, JOHNO fix, MM removed, profile, contours.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App. inop.	118.3	121.9	CTAF 118.3 when Twr inop.

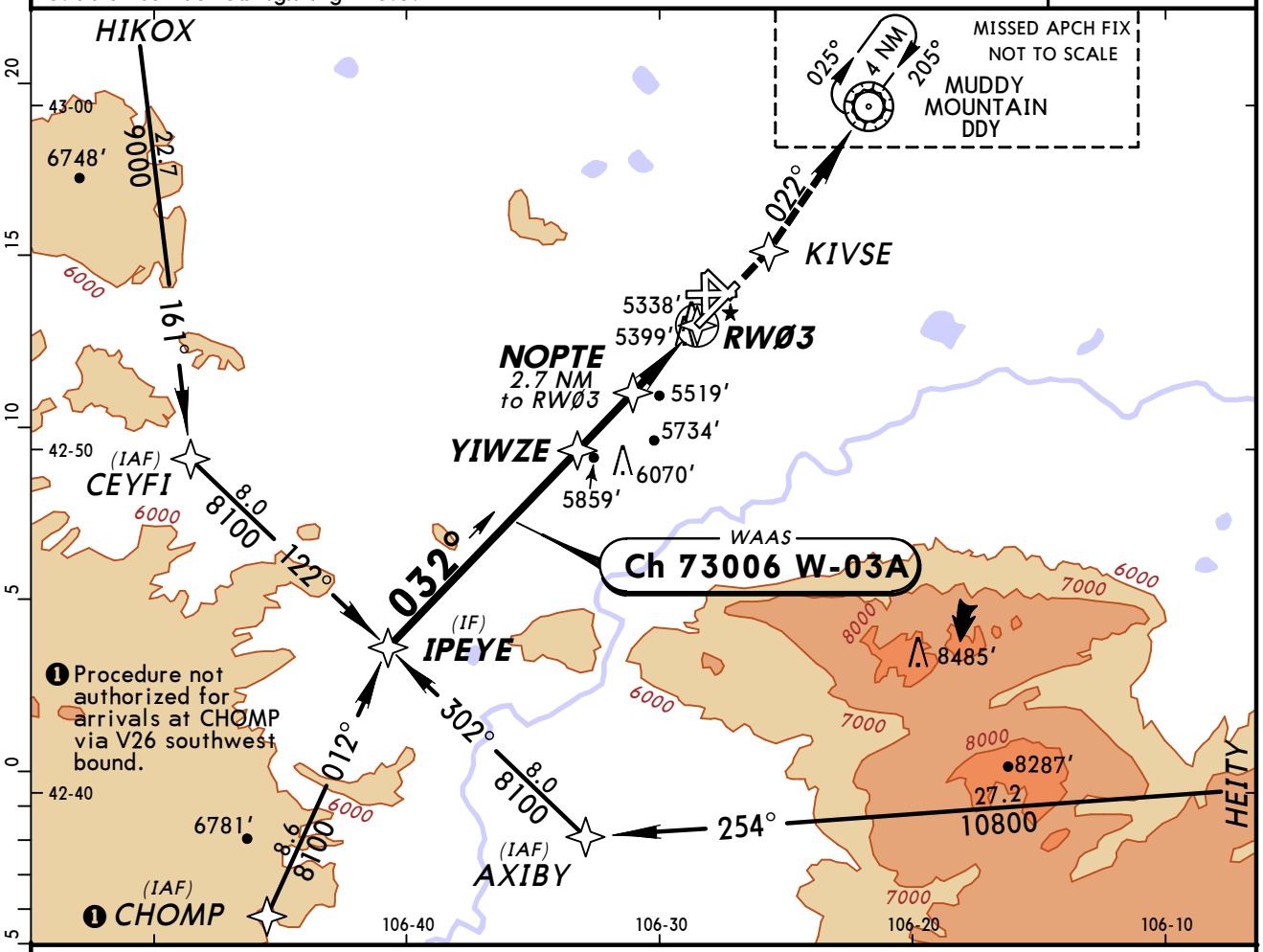
WAAS	Final Apch Crs	Minimum Alt YIWZE	LPV DA(H)	Apt Elev 5350′
Ch 73006 W-03A	032°	7000′ (1672′)	5643′ (315′)	TDZE 5328′

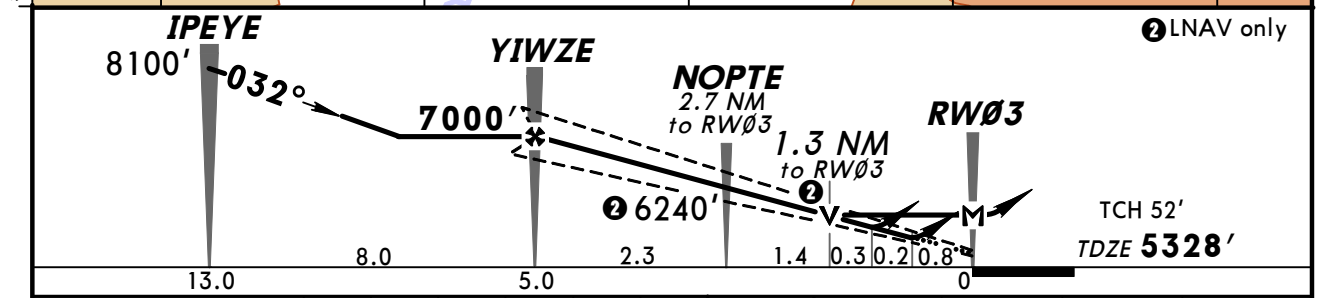
MISSED APCH: Climb to 7500′ direct KIVSE and via 022° track to DDY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F).
3. Pilot controlled lighting 118.3.

10,000′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

MALSR
VASI
7500′
KIVSE

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 5643′ (315′)		LNAV/VNAV DA(H) 5691′ (363′)		LNAV MDA(H) 5780′ (452′)		
	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5780′ (430′)-1
120	5800′ (450′)-1
140	5800′ (450′)-1 1/2
165	5900′ (550′)-2

AMEND 1 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App inop.	118.3	121.9	CTAF 118.3 when Twr inop.

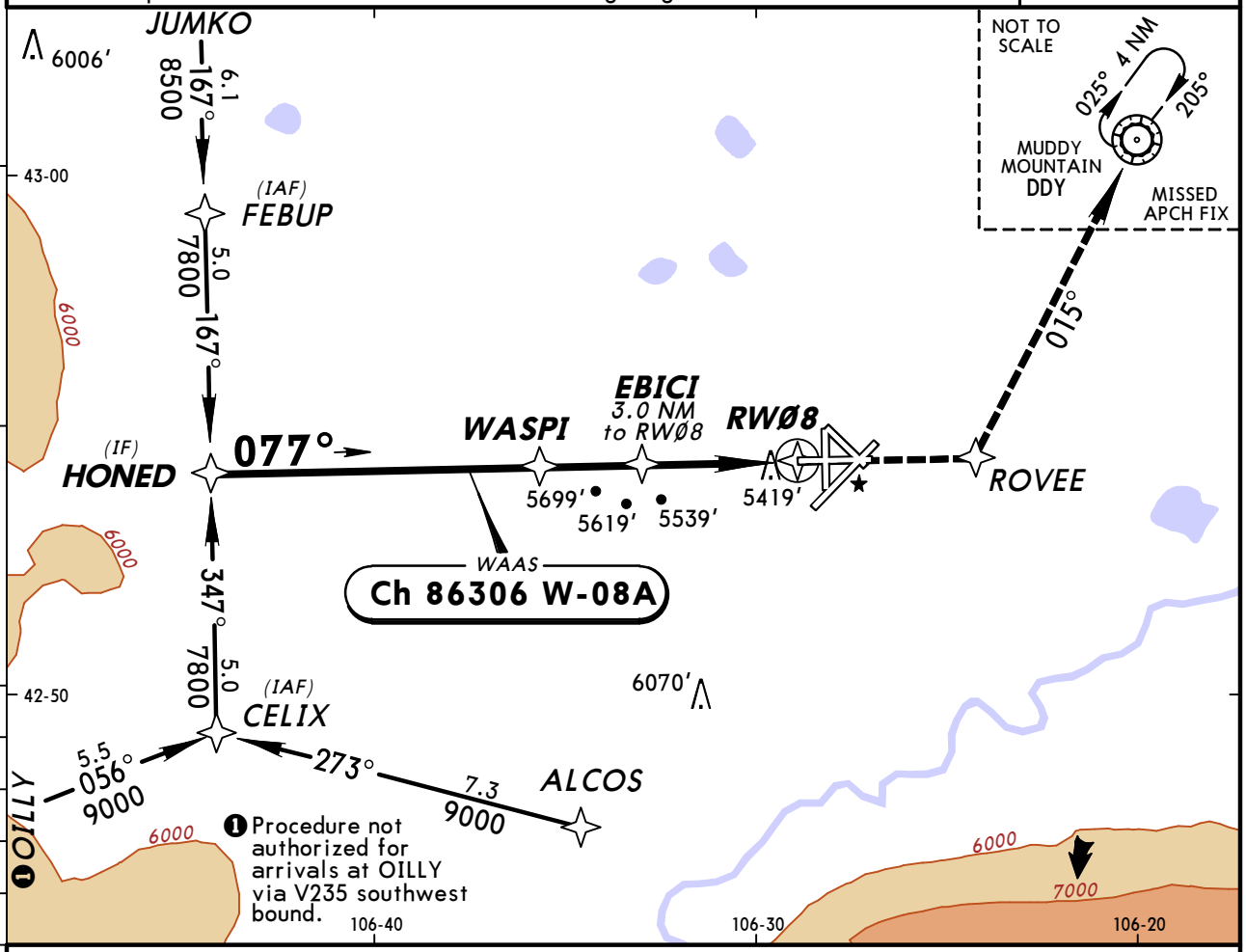
WAAS	Final Apch Crs	Minimum Alt WASPI	LPV DA(H)	Apt Elev 5350′
Ch 86306 W-08A	077°	7000′ (1656′)	5594′ (250′)	TDZE 5344′

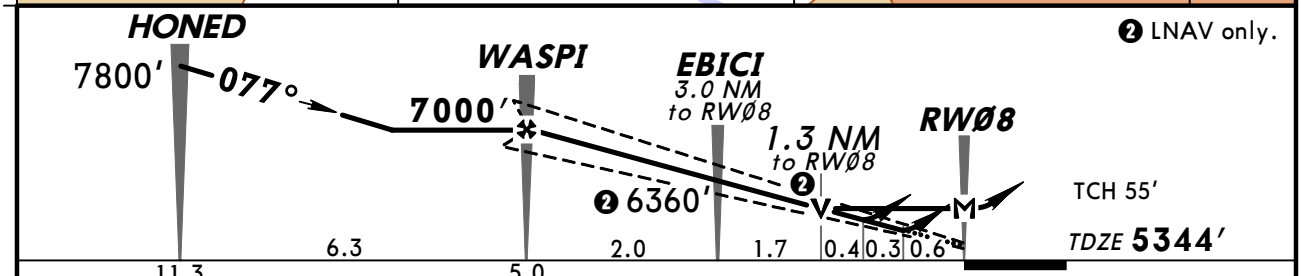
MISSED APCH: Climb to 7700′ direct ROVEE and via 015° track to DDY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. VGSI and RNAV Glidepath not coincident. 4. Pilot controlled lighting 118.3.

10,000′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR
VASI
7700′
ROVEE

STRAIGHT-IN LANDING RWY 8

TERPS	LPV DA(H) 5594′ (250′) RAIL or ALS out		LNAV/VNAV DA(H) 5689′ (345′) RAIL out	LNAV/VNAV DA(H) 5689′ (345′) ALS out	LNAV MDA(H) 5800′ (456′) RAIL out	LNAV MDA(H) 5800′ (456′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4 / RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 50 or 1	1 1/2

AMEND 1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5800′ (450′)-1
120	
140	5800′ (450′)-1 1/2
165	5900′ (550′)-2

CHANGES: Reindexed, procedure.

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KCPR/CPR
NATRONA CO INTL

JEPPESEN

26 JUN 09 (12-3) Eff 2 Jul

CASPER, WYO
RNAV (GPS) Rwy 21

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App inop.	118.3	121.9	CTAF 118.3 when Twr inop.

RNAV	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5350'
Ch 63012 W-21A	212°	CEMAG 7000' (1670')	5580' (250')	TDZE 5330'

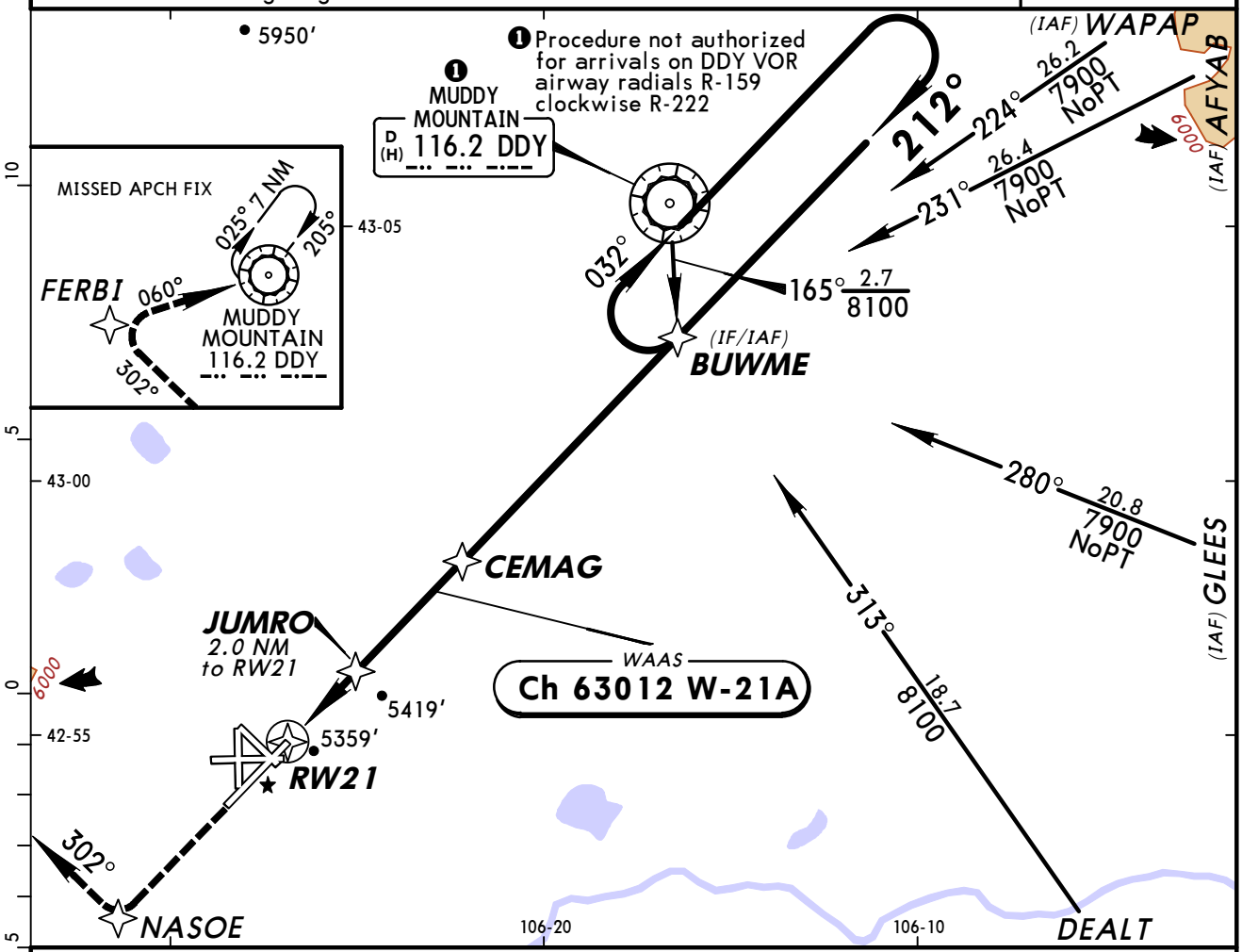
MISSED APCH: Climb to 8100' direct NASOE and RIGHT turn via 302° track to FERBI and via 060° track to DDY VOR and hold.

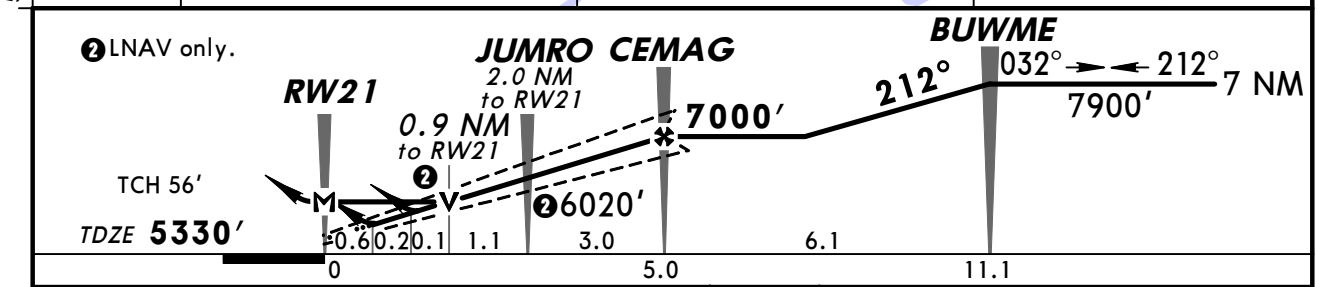
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV sytems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F).
3. Pilot controlled lighting 118.3.

10,000'

MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

REIL
VASI-L

8100'

NASOE

STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 5580' (250')	LNAV/VNAV DA(H) 5629' (299')	LNAV MDA(H) 5680' (350')
A	3/4	1	1
B			
C			
D			1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5780' (430') - 1
120	5800' (450') - 1
140	5800' (450') - 1 1/2
165	5900' (550') - 2

AMEND 2

TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	*Ground	CASPER Radio (LAA)
126.15	120.65	135.6 when App inop.	118.3	121.9	CTAF 118.3 when Twr inop.

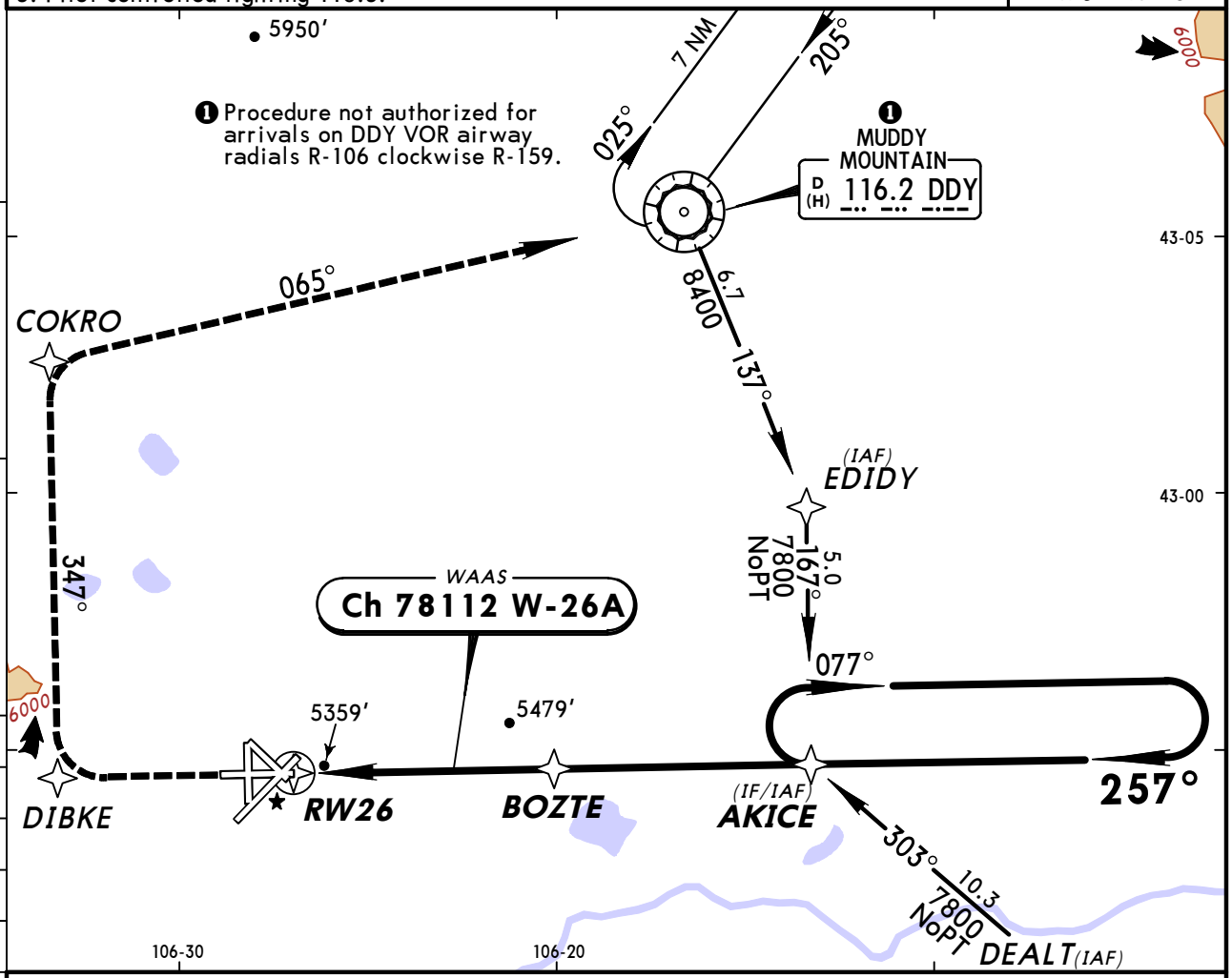
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5350′
Ch 78112 W-26A	257°	BOZTE 7000′ (1665′)	5585′ (250′)	TDZE 5335′

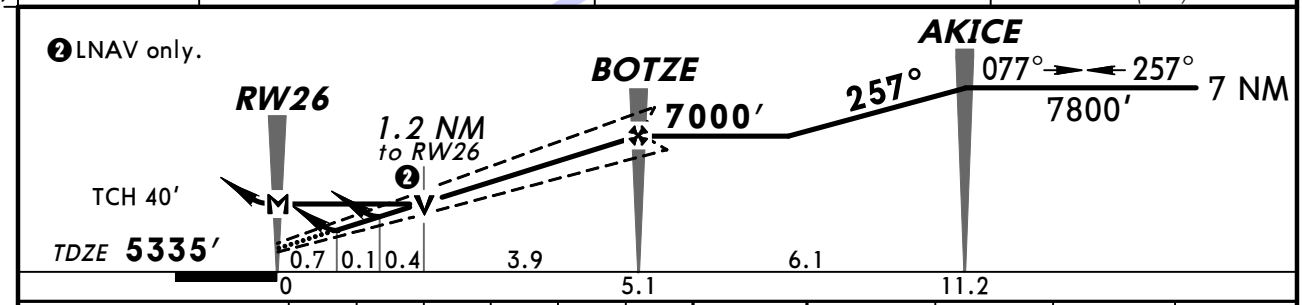
MISSED APCH: Climb to 8400′ direct DIBKE and RIGHT turn via 347° track to COKRO and via 065° to DDY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F).
3. Pilot controlled lighting 118.3.

10,000′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

REIL
VASI-R

8400′

DIBKE

STRAIGHT-IN LANDING RWY 26

	LPV DA(H) 5585′ (250′)	LNAV/VNAV DA(H) 5629′ (294′)	LNAV MDA(H) 5740′ (405′)
A	1	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5780′ (430′)-1
120	5800′ (450′)-1
140	5800′ (450′)-1½
165	5900′ (550′)-2

AMEND 1 TERPS

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	CASPER Radio (LAA)	*Ground
126.15	120.65	135.6 when App inop.	118.3	CTAF 118.3 when Twr inop.	121.9

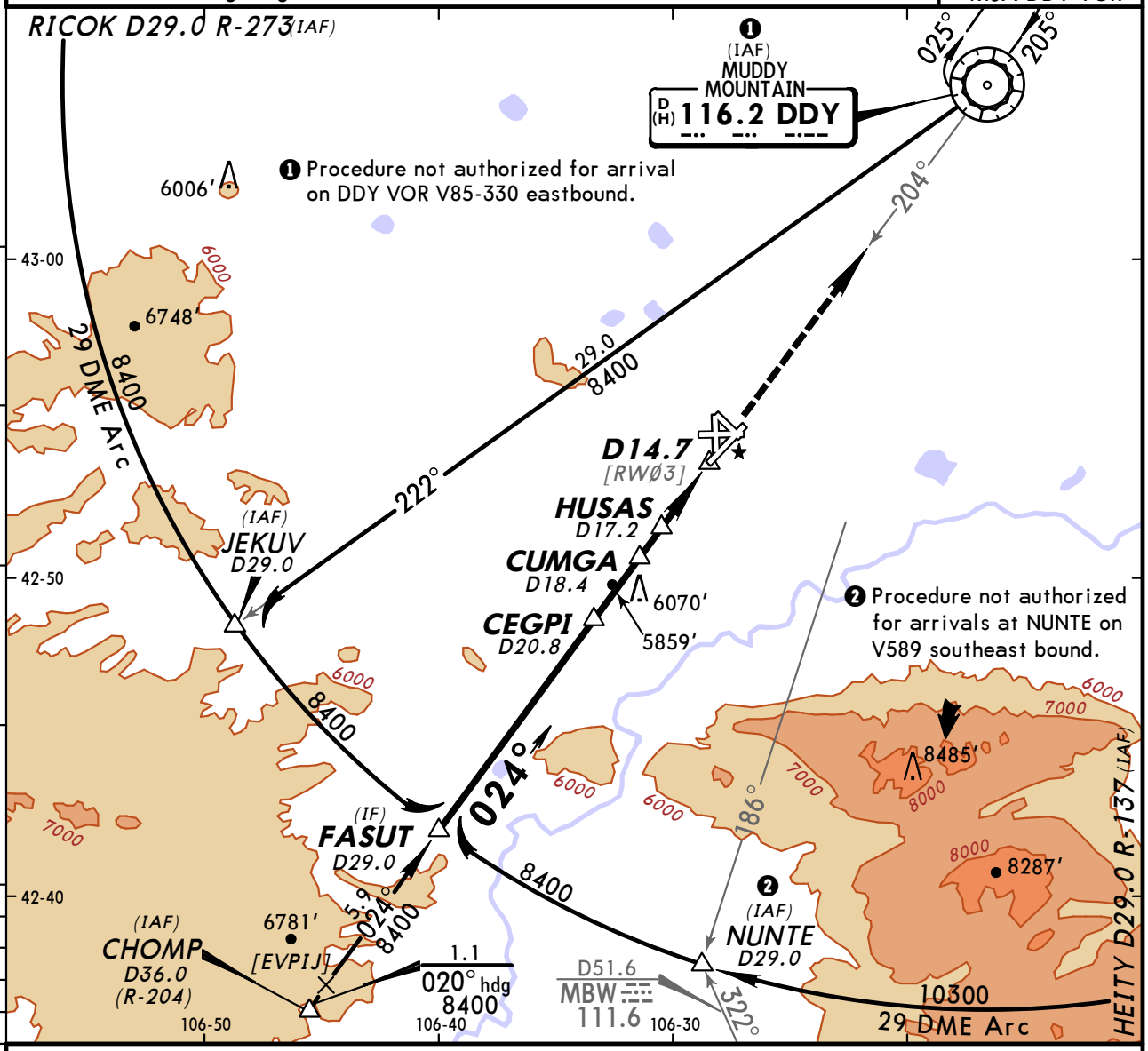
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5350′
DDY 116.2	024°	CEGPI 7400′ (2072′)	5780′ (452′)	TDZE 5328′

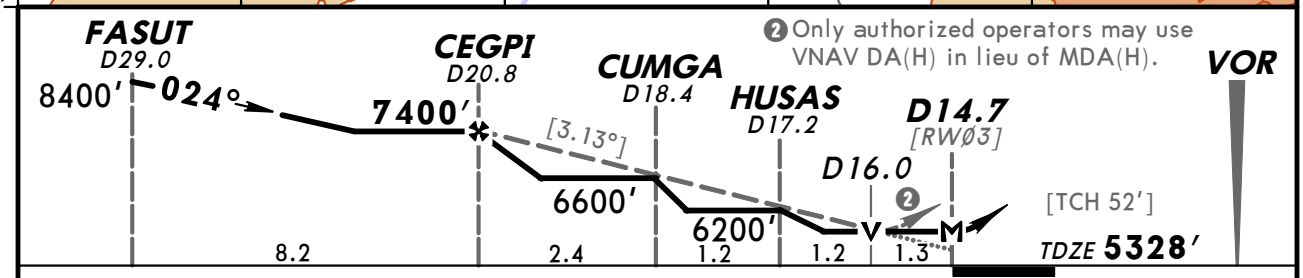
MISSED APCH: Climb to 7600′ direct DDY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.3.

MSA DDY VOR: 090° 7600′; 270° 9500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.13°	3.8	4.9	5.5	6.6	7.7	8.8
MAP at D14.7						

MALSR VASI 7600′ D DDY 116.2

TERPS AMEND 5 3 JUN 2010

STRAIGHT-IN LANDING RWY 3
MDA(H) 5780′ (452′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5780′ (430′) - 1
120	5800′ (450′) - 1
140	5800′ (450′) - 1½
165	5900′ (550′) - 2

CHANGES: Procedure.

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BRIEFING STRIP ™

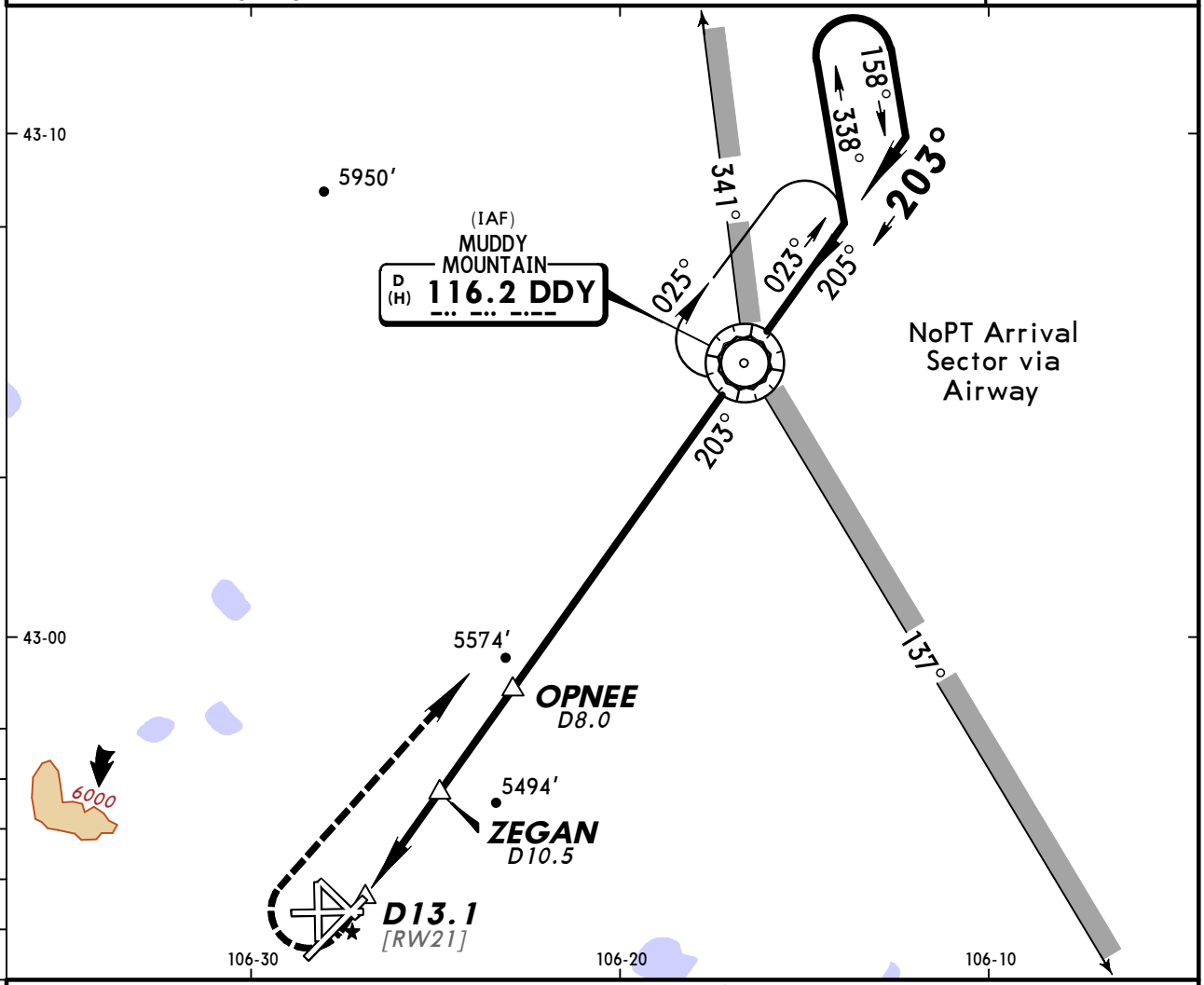
ATIS (ASOS when Twr inop)	*CASPER Approach (R)	DENVER Center (R)	*CASPER Tower	CASPER Radio (LAA)	*Ground
126.15	120.65	135.6 when App inop.	118.3	CTAF 118.3 when Twr inop.	121.9

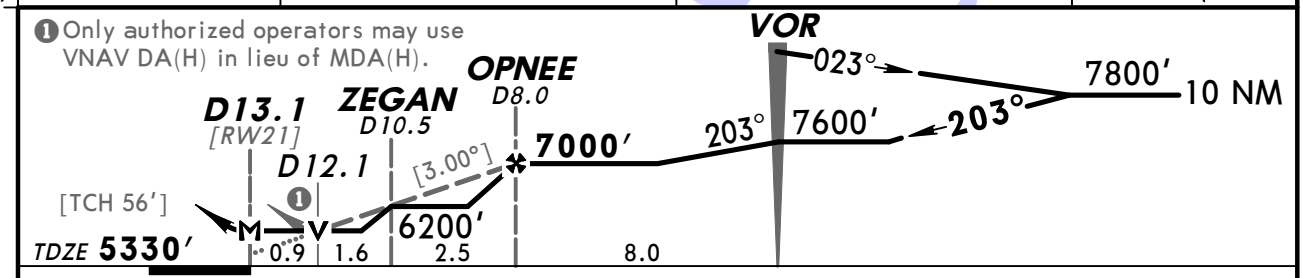
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5350′
DDY 116.2	203°	OPNEE 7000′ (1670′)	5680′ (350′)	TDZE 5330′

MISSED APCH: Climb to 5800′, then climbing RIGHT turn to 7600′ direct DDY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.3.

MSA DDY VOR: 7600′ (090°–270°), 9500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D13.1						

REIL
VASI-L

5800′ ↑ | 7600′ ↱ RT | D→ | DDY 116.2

TERPS AMEND 8A

STRAIGHT-IN LANDING RWY 21 MDA(H) 5680′ (350′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	5780′(430′)-1
B		120	5800′(450′)-1
C		140	5800′(450′)-1½
D	1¼	165	5900′(550′)-2

CHANGES: Airport name.

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General Information

Location: Cheyenne WY USA
IATA Code: CYS
Lat/Long: N41° 09.3' W104° 48.6'
Elevation: 6159 ft

Airport Use: Joint
Magnetic Variation: 8.9°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1337 Z
Sunset: 0047 Z,

Runway Information

Runway: 09
Length x Width: 9270 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 6143 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 610 ft

Runway: 13
Length x Width: 6690 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6154 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1061 ft

Runway: 27
Length x Width: 9270 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 6121 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 675 ft

Runway: 31
Length x Width: 6690 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6147 ft

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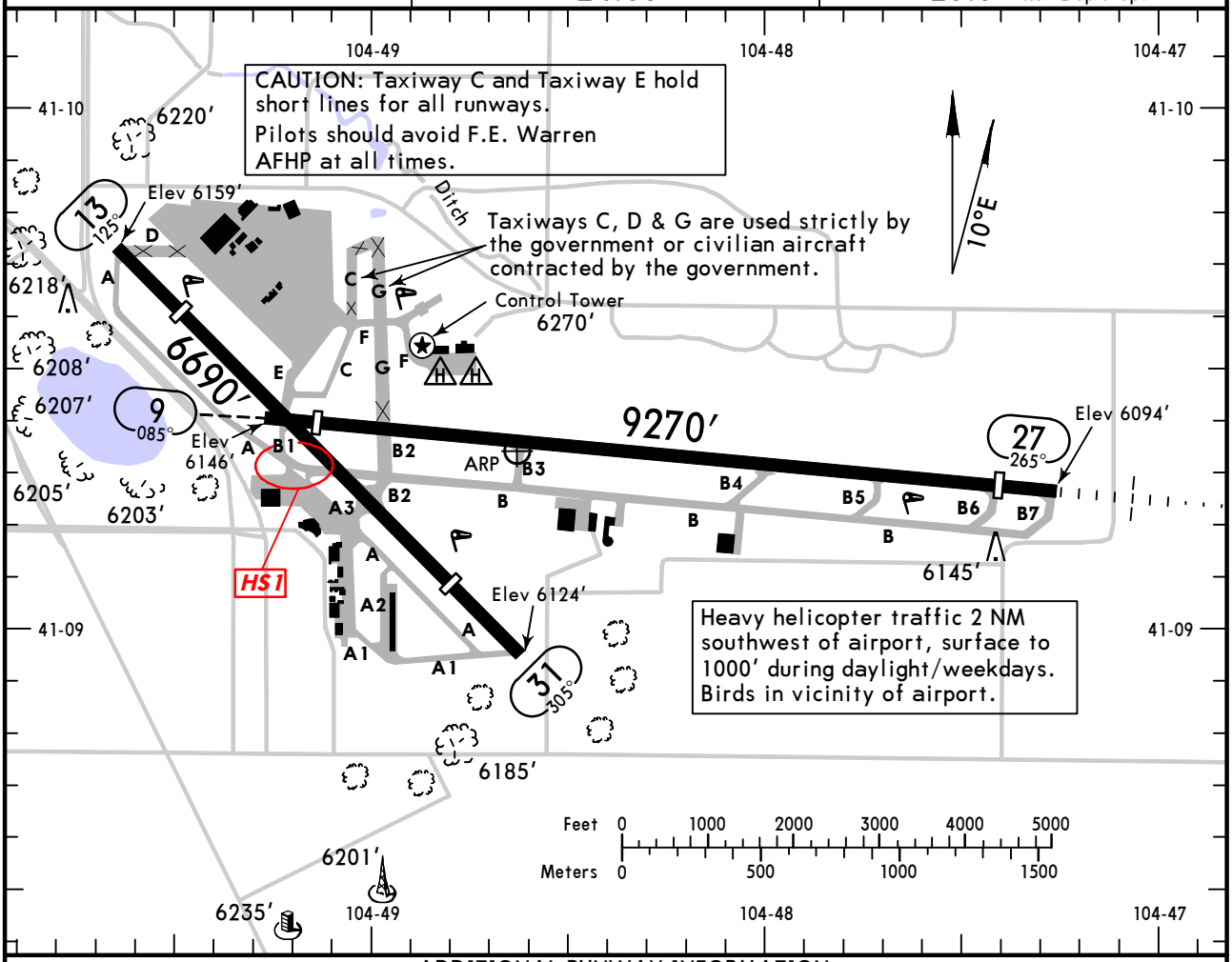
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1160 ft

Communication Information

ATIS 134.425
ASOS 134.425
Cheyenne Tower 118.7 CTAF PCL
Cheyenne Ground Control 121.9
Cheyenne Approach Control 124.55
Cheyenne Departure Control 124.55
Cheyenne Regional/ Jerry Unicom 122.95
Steamboat Operations 126.2 Military
Denver Center 125.9 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*CHEYENNE Ground	*Tower
134.42	121.9	CTAF 118.7
UNICOM 122.95	*CHEYENNE Departure	DENVER Center
	124.55	125.9 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9 ❶	❷ HIRL ❷ REIL ❷ PAPI-L (angle 3.00°) grooved	❸ 7985′			150′
27	❷ HIRL ❷ MALSR ❷ PAPI-L (angle 3.00°) grooved RVR	❹ 7985′	7067′		
13 / 31	❷ MIRL ❷ REIL ❷ VASI-L grooved	4469′			150′

❶ Aircraft will not apply full take-off thrust for first 400′ of Rwy 9.
❷ Activate on 118.7 when Twr inop.
❸ Last 675′ is unavailable for landing distance computations.
❹ Last 610′ is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS

HS 1

For information only, not to be construed as ATC instructions.

HS 1 Confusing Taxiway configuration. Twy A transitions to Twy B and back to Twy A when taxiing to and from Rwys 13/31.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: Authorized Only When Twr Operating: ILS Rwy 27	LOC Rwy 27 NDB Rwy 27	RNAV (GPS) Rwy 27 VOR-A	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A B C D: 600-2	800-2	800-2	800-2	NA
3 & 4 Eng		RVR 24 or 1/2					

AMEND 3

CHANGES: Rwy 13/31 surface.

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BRIEFING STRIP

ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

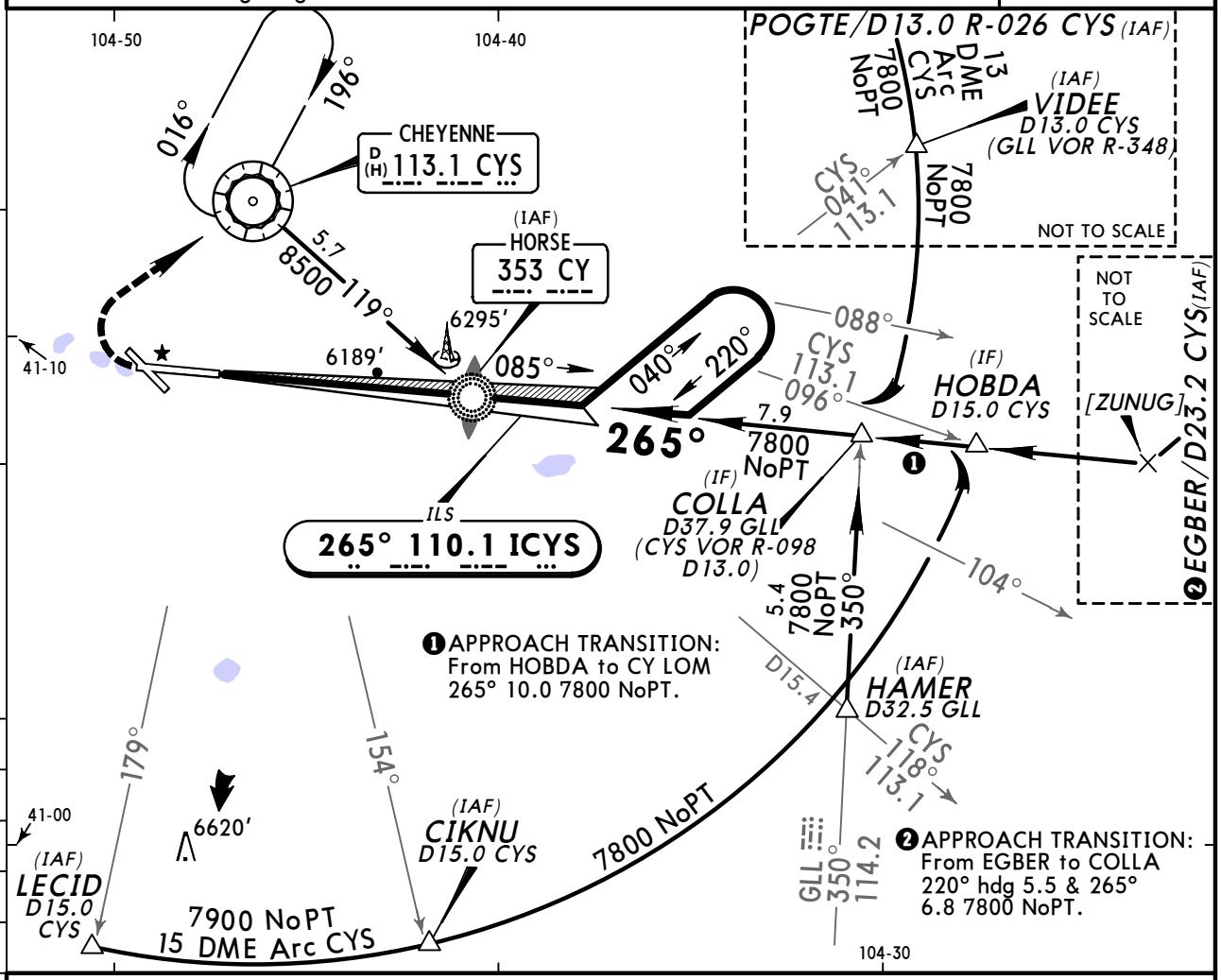
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 6159′
ICYS 110.1	265°	7791′ (1670′)	6321′ (200′)	TDZE 6121′

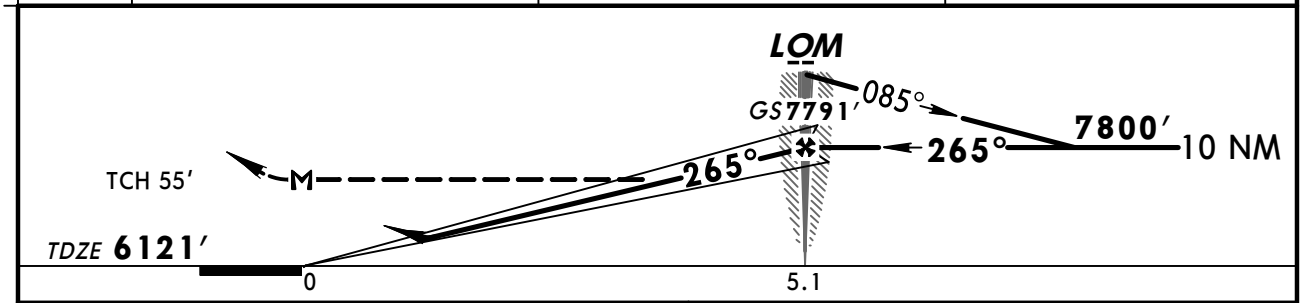
MISSED APCH: Climb to 6700′, then climbing RIGHT turn to 8000′ direct CYS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

MSA CY LOM: 8400′ (120°–210°), 7400′ (210°–335°), 9400′ (335°–120°)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	538	637	743	849
LOM to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR / PAPI | 6700′ | 8000′ RT | CYS 113.1

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND	
ILS DA(H) 6321′ (200′)			LOC (GS out) MDA(H) 6440′ (319′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	6660′ (501′)-1
B						120	
C						140	6660′ (501′)-1½
D			RVR 40 or ¾	RVR 50 or 1		165	6720′ (561′)-2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

AMEND 34B TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

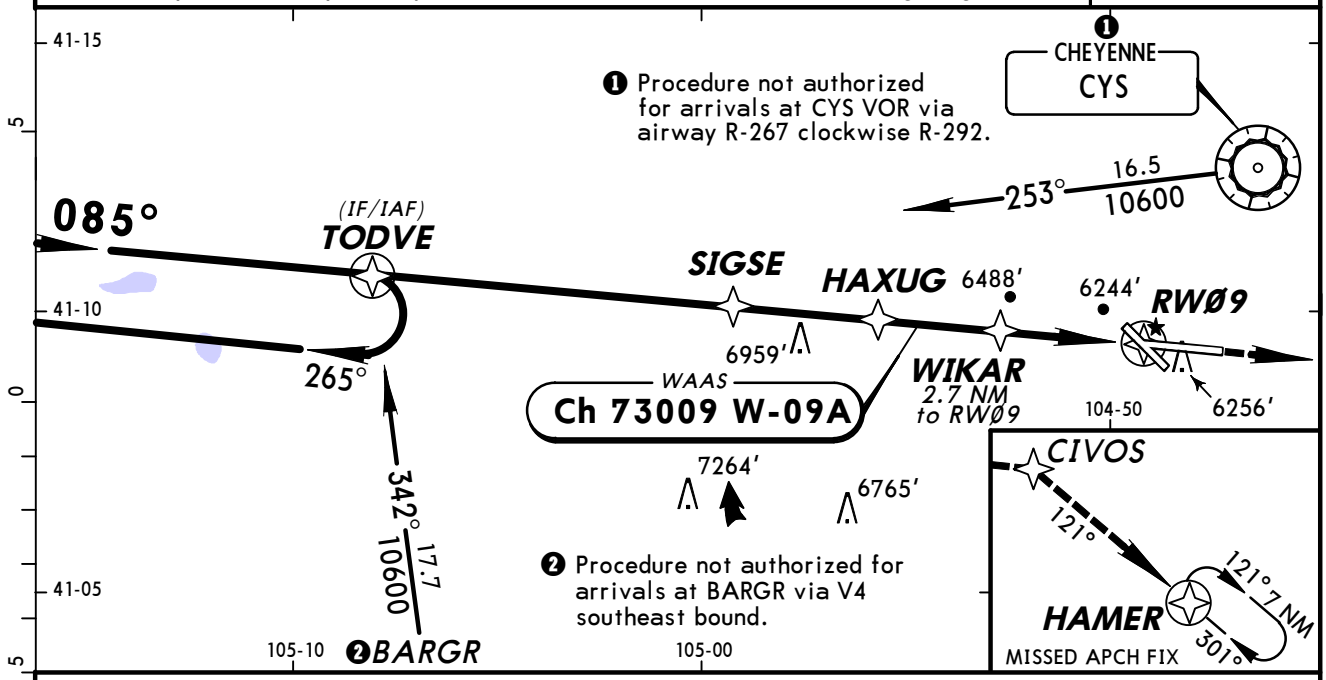
WAAS	Final Apch Crs	Minimum Alt HAXUG	LPV DA(H) (CONDITIONAL)	Apt Elev 6159′ TDZE 6143′
Ch 73009 W-09A	085°	7800′ (1657′)	6473′ (330′)	

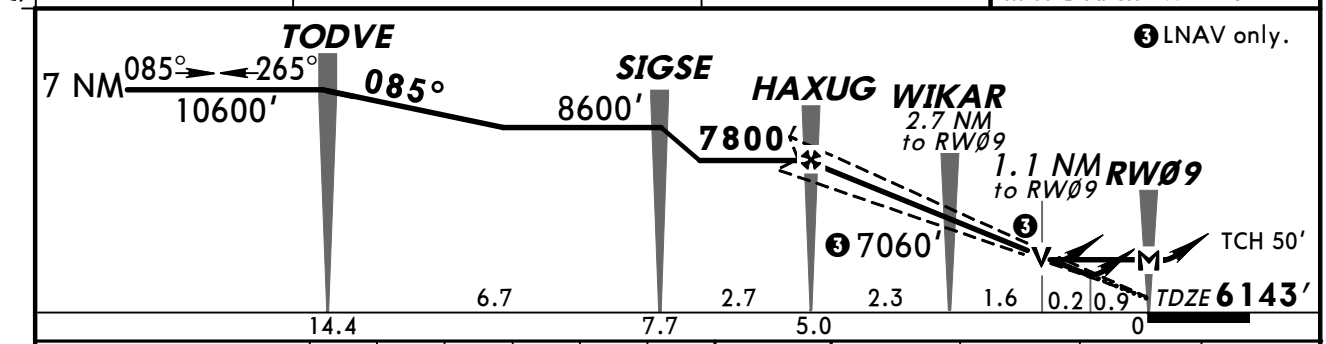
MISSED APCH: Climb to 8500′ direct CIVOS and via 121° track to HAMER and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Laramie Regl altimeter setting.
2. VDP and Baro-VNAV not authorized when using Laramie Regl altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 36°C (96°F). 4. DME/DME RNP-0.3 not authorized.
5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.7.

10,300′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

REIL
PAPI-L
8500′
D
CIVOS

STRAIGHT-IN LANDING RWY 9
With Local Altimeter Setting

	LPV DA(H) 6473′ (330′)	LNAV/VNAV DA(H) 6542′ (399′)	LNAV MDA(H) 6540′ (397′)
A	1¼	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	6660′ (501′) -1
120	
140	6660′ (501′) -1½
165	6720′ (561′) -2

With Laramie Regl Altimeter Setting

	LPV DA(H) 6724′ (581′)	LNAV/VNAV DA(H) 6793′ (650′)	LNAV MDA(H) 6800′ (657′)
A	2	2¼	1¾
B			
C			
D			2

With Laramie Regl Altimeter Setting

Max Kts	MDA(H)
90	6920′ (761′) -1¾
120	
140	6920′ (761′) -2¼
165	6980′ (821′) -2¾

AMEND 1 TERPS

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

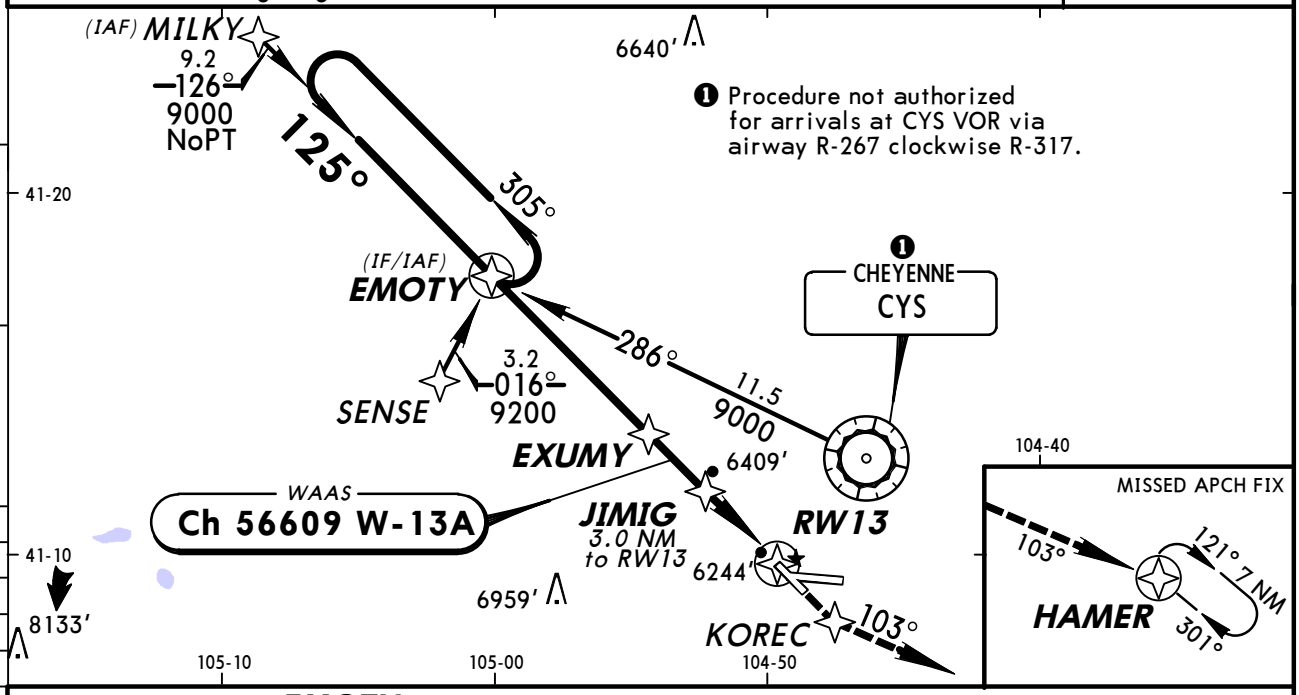
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 6159′
Ch 56609 W-13A	125°	EXUMY 7900′ (1746′)	6481′ (327′)	TDZE 6154′

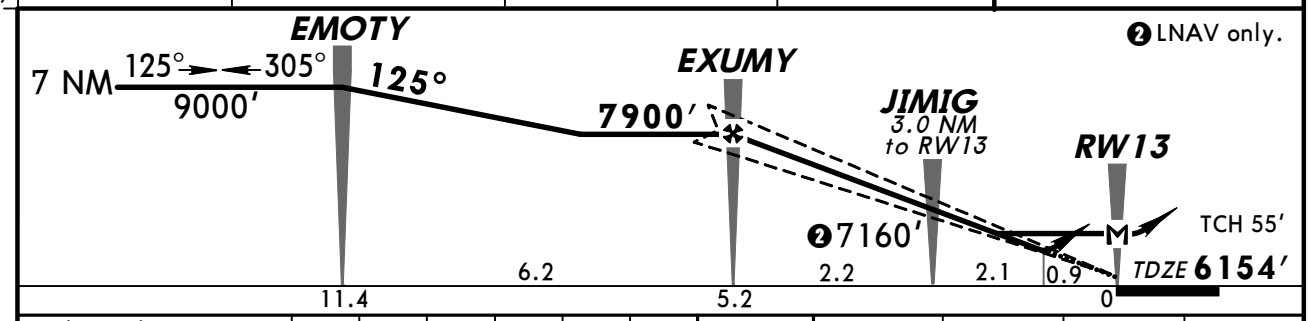
MISSED APCH: Climb to 8500′ direct KOREC and via 103° track to HAMER and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Laramie Regl altimeter setting.
2. Baro-VNAV not authorized when using Laramie Regl altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 36°C (96°F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.7.

10,300′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
VASI-L
8500′
KOREC

STRAIGHT-IN LANDING RWY 13
With Local Altimeter Setting

	LPV DA(H) 6481′ (327′)	LNAV/VNAV DA(H) 6539′ (385′)	LNAV MDA(H) 6660′ (506′)
A	1	1¼	1
B			
C			1½
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	6660′ (501′) -1
120	
140	6660′ (501′) -1½
165	6720′ (561′) -2

With Laramie Regl Altimeter Setting

	LPV DA(H) 6741′ (587′)	LNAV/VNAV DA(H) 6799′ (645′)	LNAV MDA(H) 6920′ (766′)
A	2	2¼	2
B			
C			2½
D			

With Laramie Regl Altimeter Setting

Max Kts	MDA(H)
90	6920′ (761′) -2
120	
140	6920′ (761′) -2½
165	6980′ (821′) -3

AMEND 1 TERPS

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

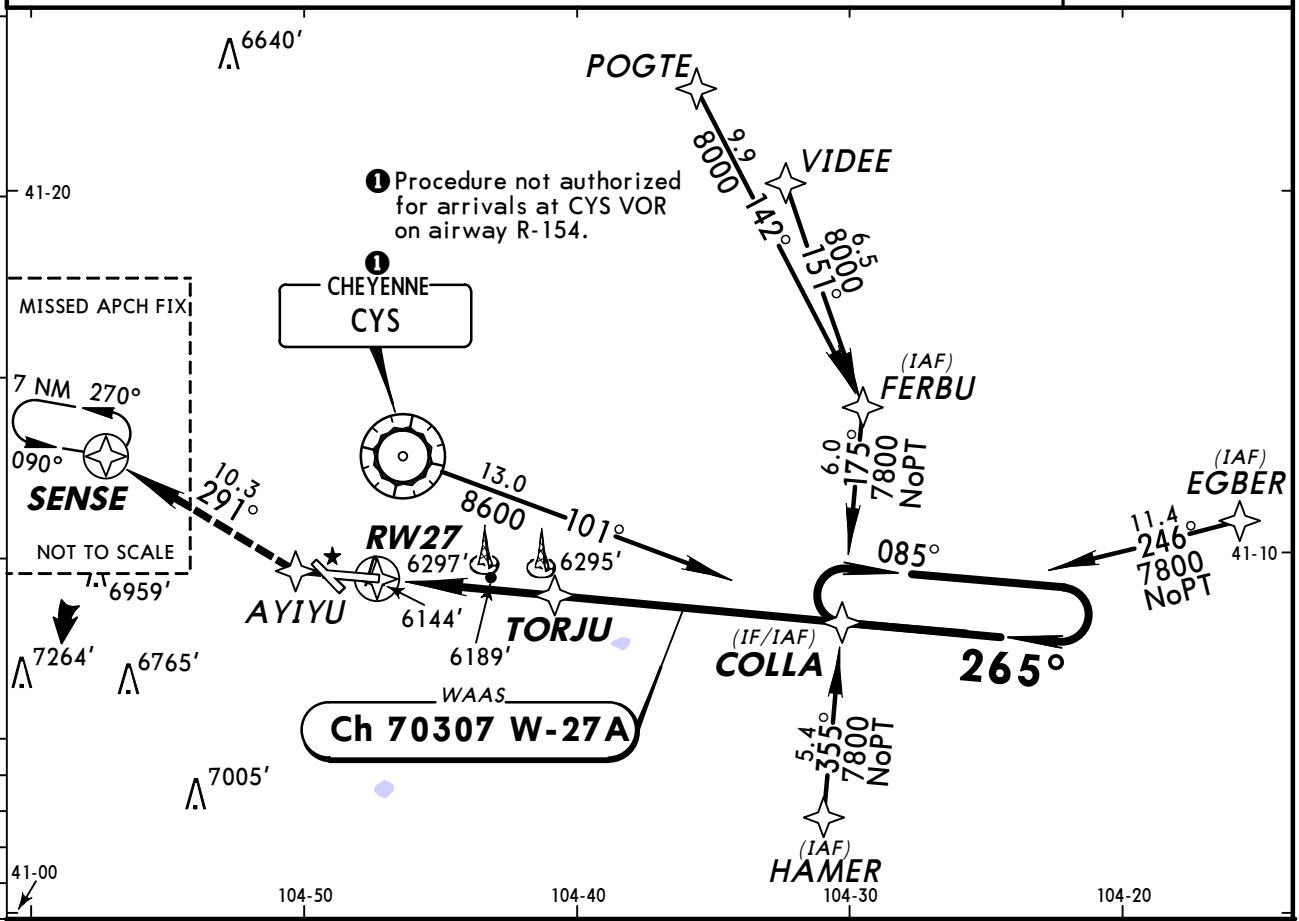
BRIEFING STRIP™

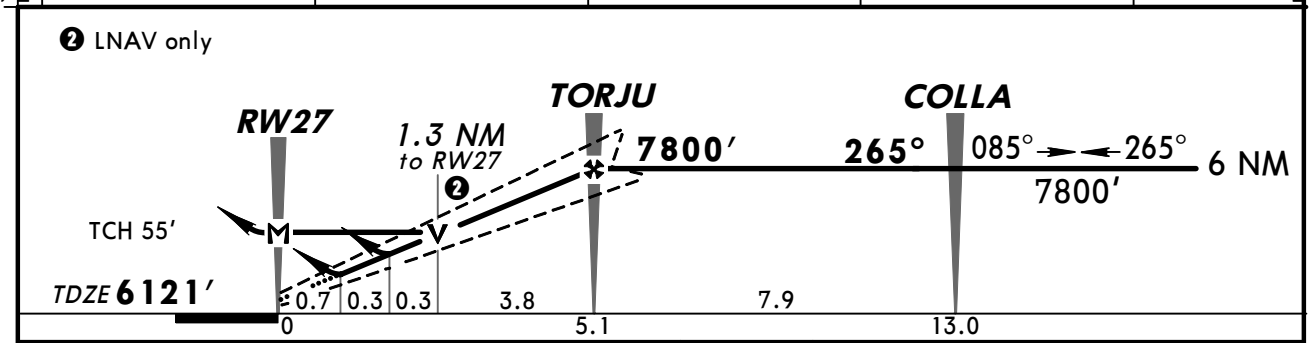
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 6159′
Ch 70307 W-27A	265°	TORJU 7800′ (1679′)	6380′ (259′)	TDZE 6121′

MISSED APCH: Climb to 10300′ direct AYIYU and via track 291° to SENSE and hold, continue climb-in-hold to 10300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -27°C (-16F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.7.

10,300′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path angle 3.00°	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
10300′
D
AYIYU

STRAIGHT-IN LANDING RWY27

	LPV DA(H) 6380′(259′)		LNAV/VNAV DA(H) 6480′(359′)		LNAV MDA(H) 6560′(439′)		
	FULL	RAIL or ALS out	FULL	RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1¼	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6660′(501′)-1
120	
140	6660′(501′)-1½
165	6720′(561′)-2

AMEND OB TERPS

CHANGES: Airport elevation.

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ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 6159′
Ch 99609 W-31A	305°	LORYI 7800′ (1653′)	6397′ (250′)	TDZE 6147′

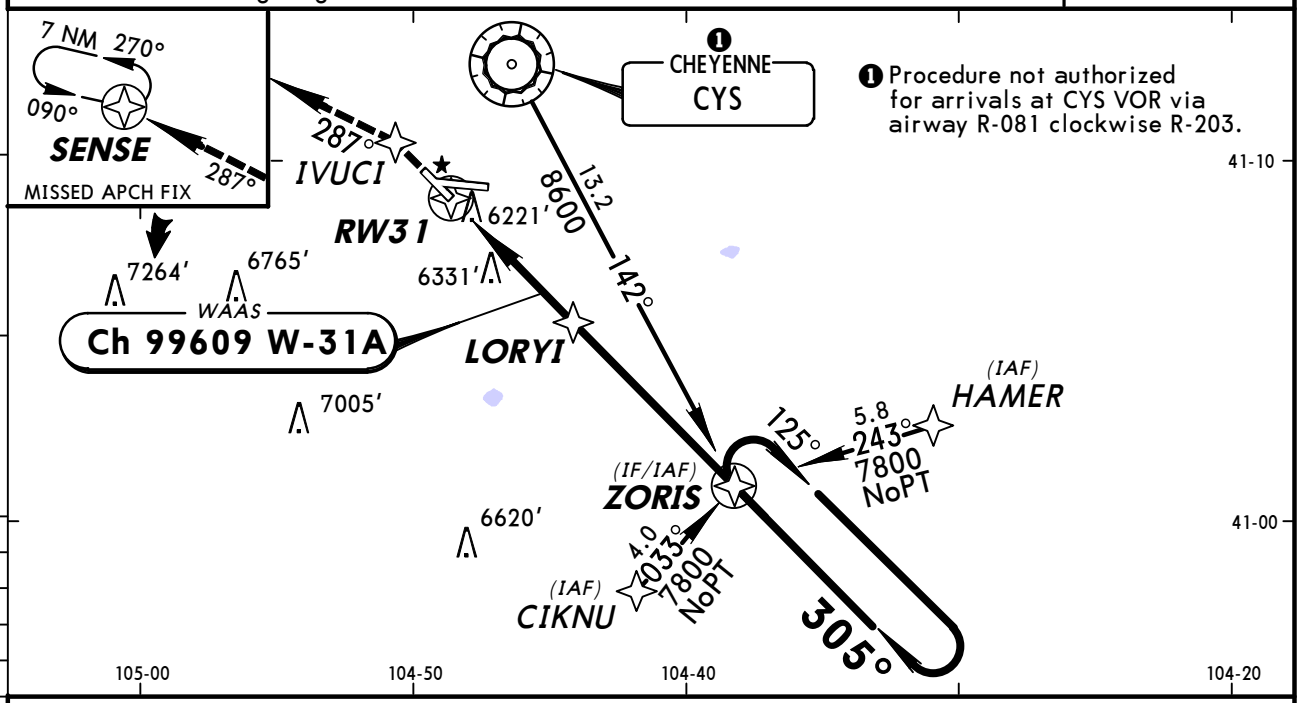
BRIEFING STRIP™

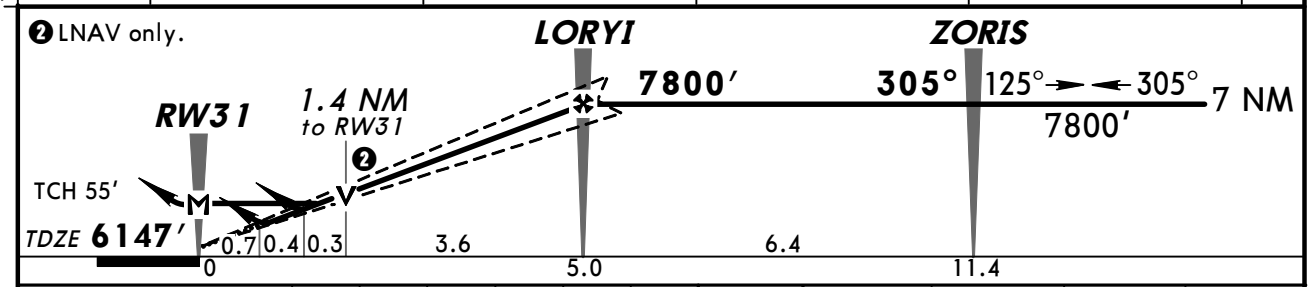
MISSED APCH: Climb to 10300′ direct IVUCI and via 287° track to SENSE and hold, continue climb-in-hold to 10300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Laramie Regl altimeter setting.
2. VDP and Baro-VNAV not authorized when using Laramie Regl altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 36°C (96°F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.
7. Pilot controlled lighting 118.7.

10,300′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
VASI-L
10300′
D
IVUCI

STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting	LPV DA(H) 6397′ (250′)	LNAV/VNAV DA(H) 6545′ (398′)	LNAV MDA(H) 6600′ (453′)
A	1	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	6660′ (501′) -1
	120	
	140	6660′ (501′) -1½
	165	6720′ (561′) -2

With Laramie Regl Altimeter Setting	LPV DA(H) 6657′ (510′)	LNAV/VNAV DA(H) 6805′ (658′)	LNAV MDA(H) 6860′ (713′)
A	1¾	2¼	1¾
B			
C			2
D			2¼

With Laramie Regl Altimeter Setting	Max Kts	MDA(H)
	90	6920′ (761′) -1¾
	120	
	140	6920′ (761′) -2¼
	165	6980′ (821′) -2¾

AMEND 1 TERPS

CHANGES: Procedure.

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KCYS/CYS
CHEYENNE REGL/OLSON

JEPPESEN

23 MAR 07 (13-1)

CHEYENNE, WYO
VOR-A

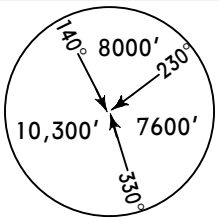
ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
CYS 113.1	196°	VOR 7700′ (1544′)	Refer to Minimums	6156′

MISSED APCH: Climbing LEFT turn to 8000′ via 350° heading and inbound on CYS VOR R-140 to CYS VOR and hold, continue climb-in-hold to 8000′.

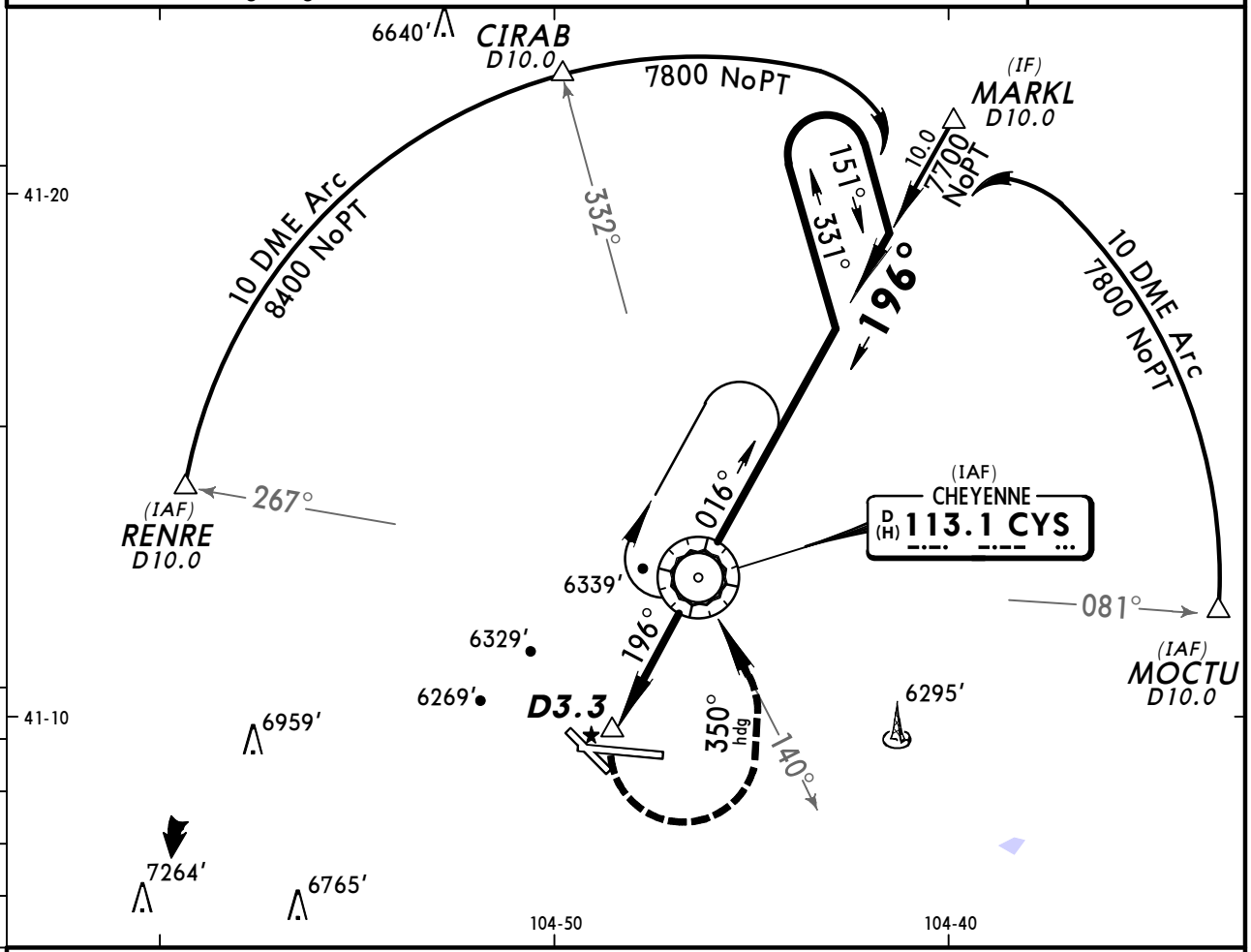
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

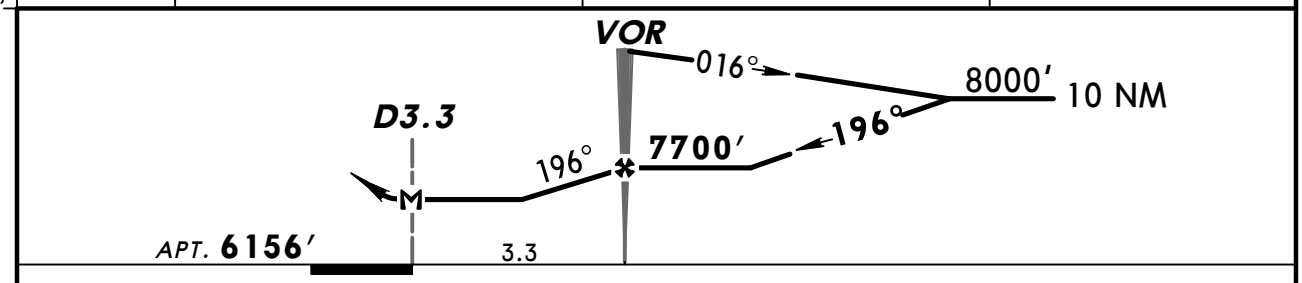
1. Pilot controlled lighting 118.7.



MSA CYS VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
MAP at D3.3 or VOR to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

Lighting - Refer to Airport Chart

8000′ LT via 350° hdg

CYS 113.1 R-140

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	90	6660′ (504′) - 1
B	120	
C	140	6660′ (504′) - 1½
D	165	6720′ (564′) - 2

TERPS AMEND 10A

CHANGES: Minimums.

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BRIEFING STRIP

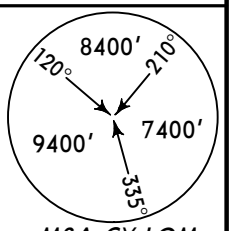
ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 6159′
CY 353	265°	LOM 7800′ (1679′)	6620′ (499′)	TDZE 6121′

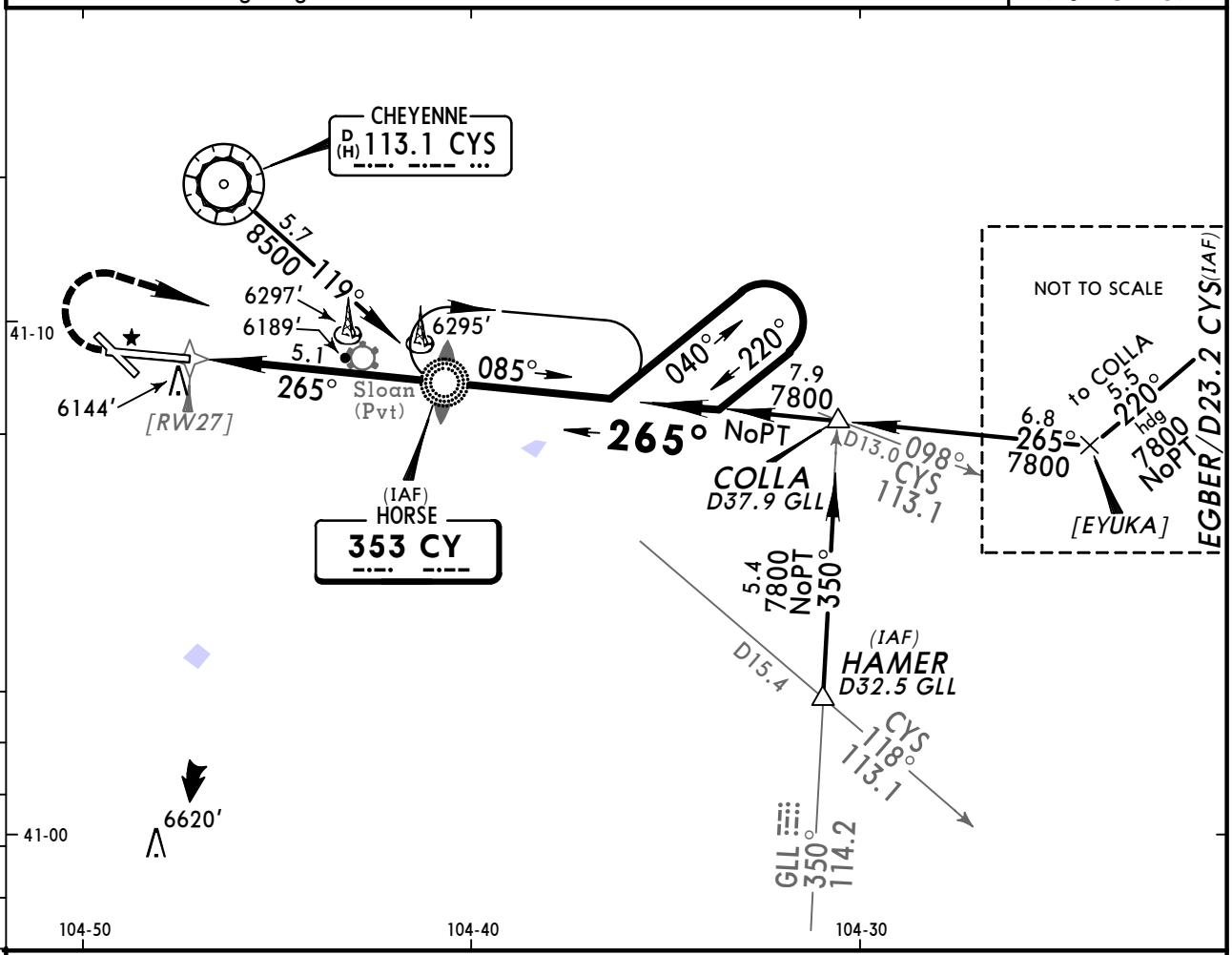
MISSED APCH: Climb to 6700′, then climbing RIGHT turn to 7800′ direct CY LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

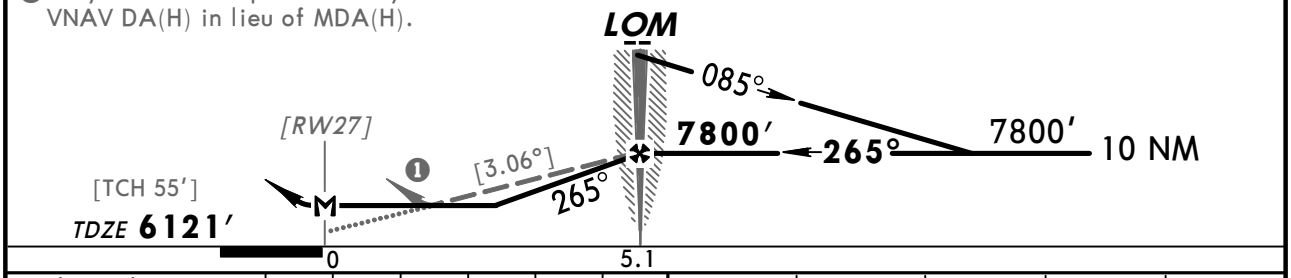
1. Pilot controlled lighting 118.7.



MSA CY LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
LOM to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

6700′	7800′	D	CY 353
↑	RT		

TERPS (AMEND 14A)

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND	
MDA(H) 6620′ (499′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1		90	6660′ (501′)-1
B			120	
C	RVR 60 or 1¼		140	6660′ (501′)-1½
D	1½		165	6720′ (561′)-2

CHANGES: Airport elevation.

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ATIS (ASOS when Twr inop)	*CHEYENNE Approach	DENVER Center	*CHEYENNE Tower	*Ground
134.42	124.55	125.9 when App inop.	CTAF 118.7	121.9

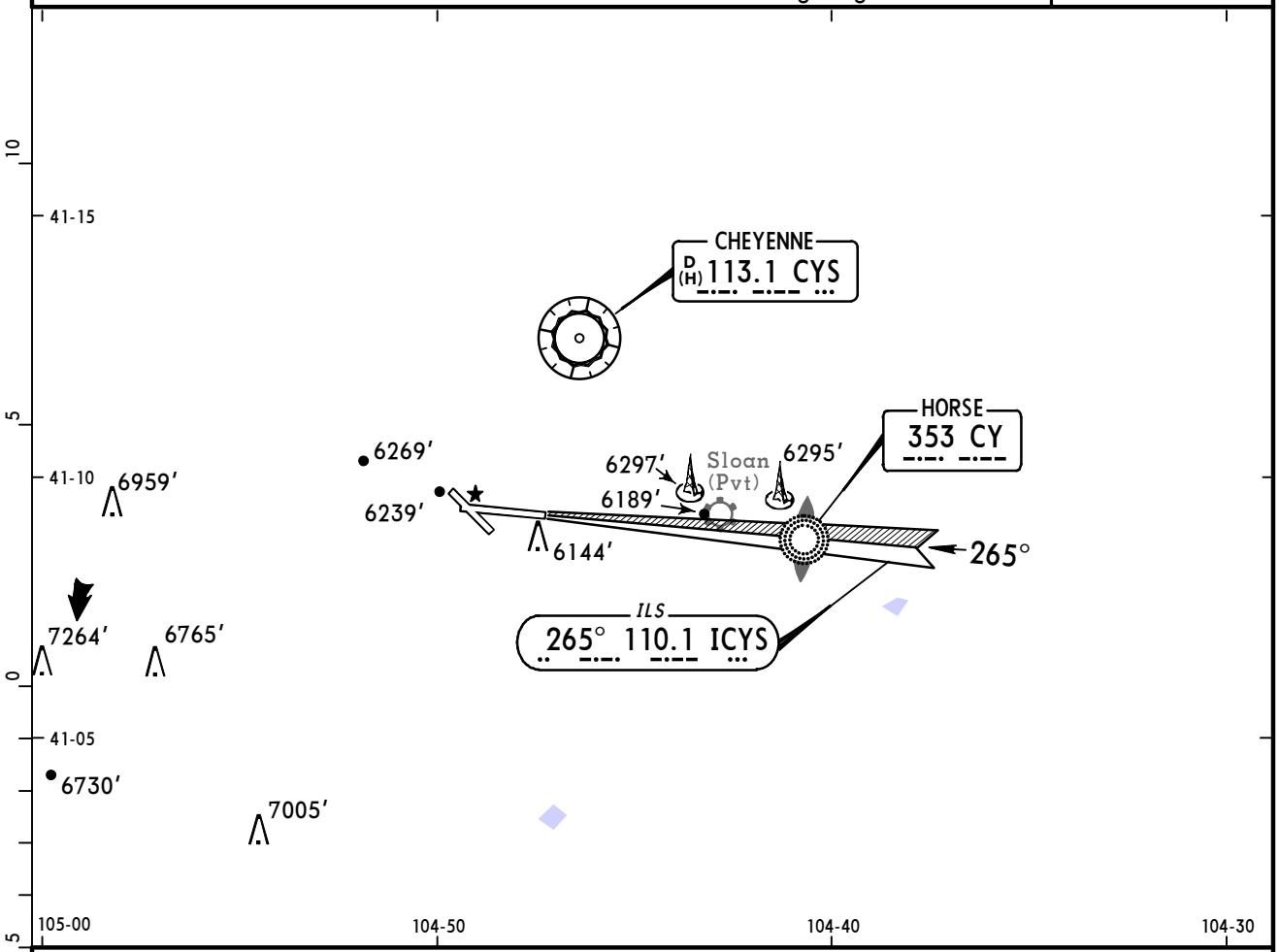
RADAR	Final Apch Crs	Minimum Alt	Refer to Minimums	Apt Elev 6159'
	By ATC	No FAF		TDZE-See below

Missed Approach-See below

No MSA published

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. PAR not available when ASR out of service. 2. Pilot controlled lighting 118.7.

BRIEFING STRIP™



MISSED APPROACH:
PAR Runway 27: Climb to 8000' via 265° hdg for RADAR vectors.
ASR Runway 9: Climb to 8000' via 085° hdg for RADAR vectors.
ASR Runway 27: Climb to 8000' via 265° hdg for RADAR vectors.

Rwy 9	Rwy 27
	PAR TCH 55'
TDZE 6143'	TDZE 6121'

Gnd speed-Kts	70	90	100	120	140	160
Rwy 27 PAR GS 3.00°	377	484	538	646	753	861

ASR Rwys 9/27: MAP at 0.5 NM from Rwy Thr

Lighting - Refer to Airport Chart

TERPS AMEND 1B

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 9	PAR 27		ASR 27				
	MDA(H) 6500'(357')	DA(H) 6321'(200')		MDA(H) 6520'(399')				
			RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	6660'(501')-1
B							120	
C							140	6660'(501')-1 1/2
D	1 1/4			RVR 50 or 1	RVR 60 or 1 1/4		165	6720'(561')-2

CHANGES: Airport elevation, TDZE Rwy 09, minimums.

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General Information

Location: Douglas WY USA
IATA Code: DGW
Lat/Long: N42° 47.8' W105° 23.1'
Elevation: 4933 ft

Airport Use: Public
Magnetic Variation: 9.3°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1341 Z
Sunset: 0048 Z,

Runway Information

Runway: 05
Length x Width: 4760 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4911 ft
Lighting: Edge, Pilot controlled

Runway: 11
Length x Width: 6534 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4921 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 4760 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4914 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 6534 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4933 ft
Lighting: Edge, REIL, Pilot controlled

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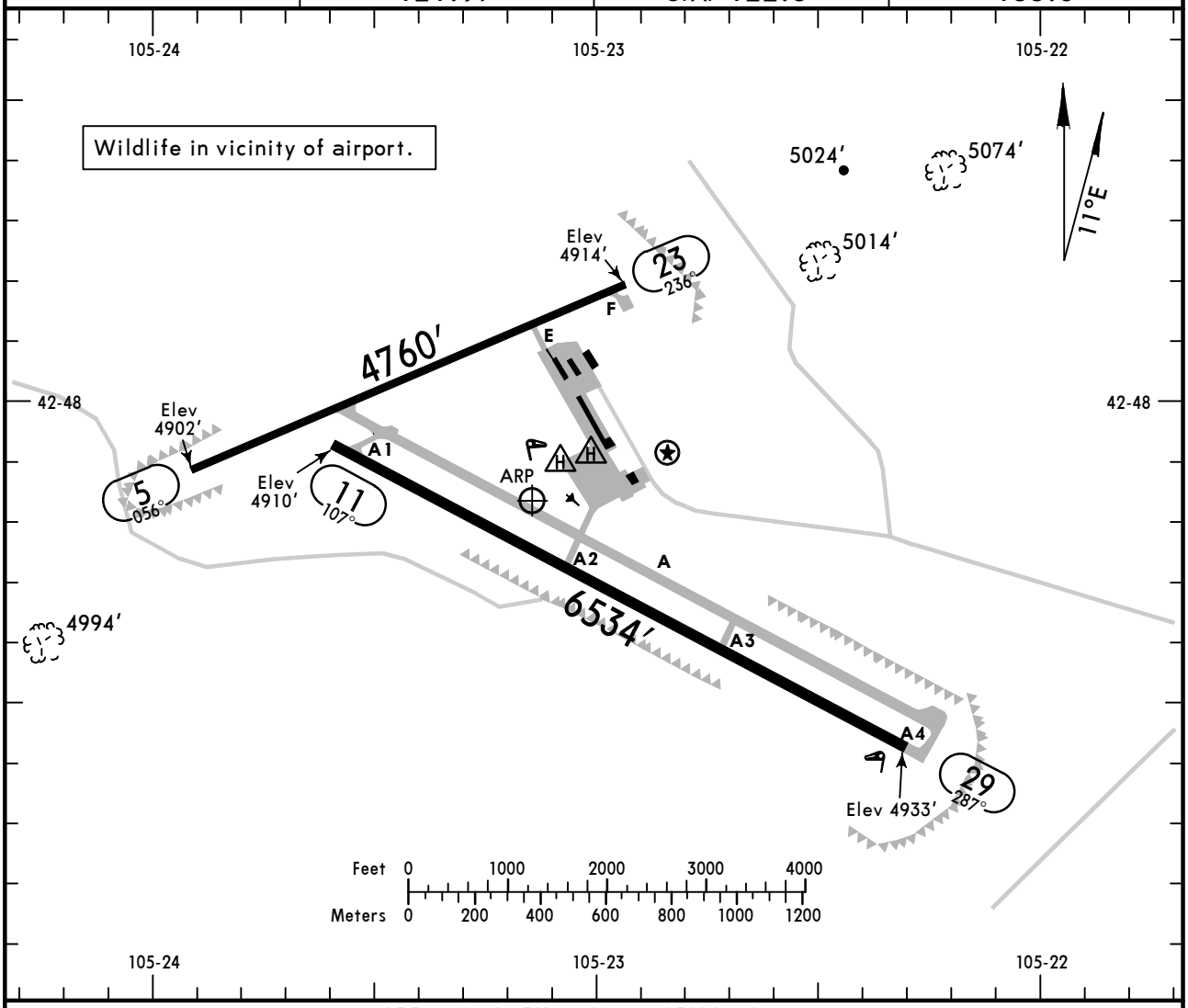
Communication Information

ASOS 135.225
Converse Co Unicom 122.8 CTAF PCL
Casper Flight Service Station 121.975 RCO
Denver Center 135.6 Remote Communications Air-Ground

ASOS	CASPER Radio	CONVERSE CO UNICOM	DENVER Center
135.22	121.97	CTAF 122.8	135.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ MIRL				75′
23	❶ MIRL PAPI-L (angle 3.0°)				
11	❶ MIRL PAPI-L (angle 3.0°)				100′
29	❶ MIRL ❷ REIL PAPI-L (angle 3.0°)				

❶ Increase intensity on 122.8.
❷ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 11, 29		Rwy 5			Rwy 23		
			With Mim climb of 250′/NM to 5200′		Other	With Mim climb of 260′/NM to 7200′		Other
	Adequate Vis Ref	STD	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-2	1/4	1	1700-3
3 & 4 Eng		1/2		1/2			1/2	

FOR FILING AS ALTERNATE

	RNAV(GPS) Rwy 11 RNAV(GPS) Rwy 29	VOR Rwy 29 With DME	VOR Rwy 29 Without DME
A	800-2	800-2	1100-2
B			
C			1100-3
D			

OBSTACLE DP: Rwy 5, climbing right turn via IIP VOR R-342 to IIP VOR. Rwy 11, climbing right turn via IIP VOR R-312 to IIP VOR. Rwy 23, climbing left turn via IIP VOR R-264 to IIP VOR. Rwy 29, climbing right turn via IIP VOR R-325 to IIP VOR. All aircraft departing IIP VOR R-253 clockwise R-180 climb on course. All others continue climb in IIP VOR holding pattern (hold northwest, left turns, 125° inbound) to cross IIP VOR at or above: R-181 clockwise R-199, 9600′; R-200 clockwise R-252, 8000′.

AMEND 1

CHANGES: Alternate minimums.

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ASOS	DENVER Center	CASPER Radio	CONVERSE CO UNICOM
135.22	135.6	121.97	CTAF 122.8

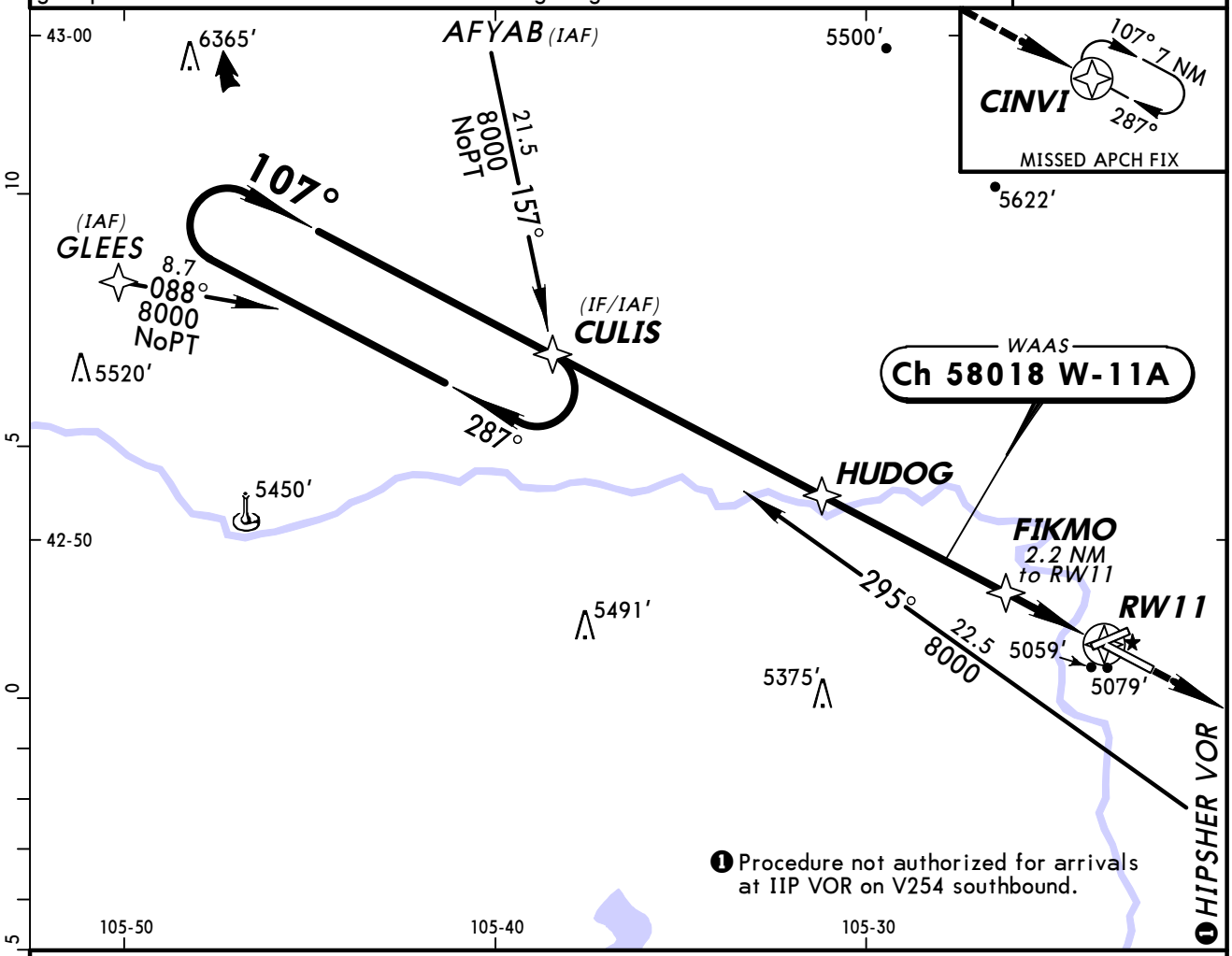
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4933′
Ch 58018 W-11A	107°	HUDOG 7000′ (2079′)	5121′ (200′)	TDZE 4921′

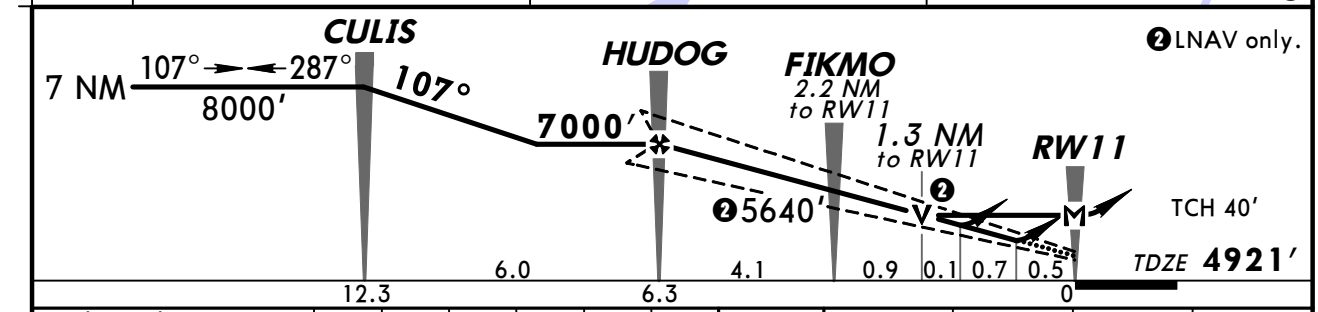
MISSED APCH: Climb to 8000′ direct CINVI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 122.8.

10,700′
MSA RW11





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW11							

PAPI-L | 8000′ | CINVI

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
	LPV DA(H) 5121′ (200′)	LNAV/VNAV DA(H) 5329′ (408′)	LNAV MDA(H) 5340′ (419′)	Max Kts	MDA(H)
A	¾	1½	1	90	5520′ (587′)-1
B				120	
C			1¼	140	5520′ (587′)-1½
D				165	5560′ (627′)-2

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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ASOS	DENVER Center	CASPER Radio	CONVERSE CO UNICOM
135.22	135.6	121.97	CTAF 122.8

BRIEFING STRIP ™

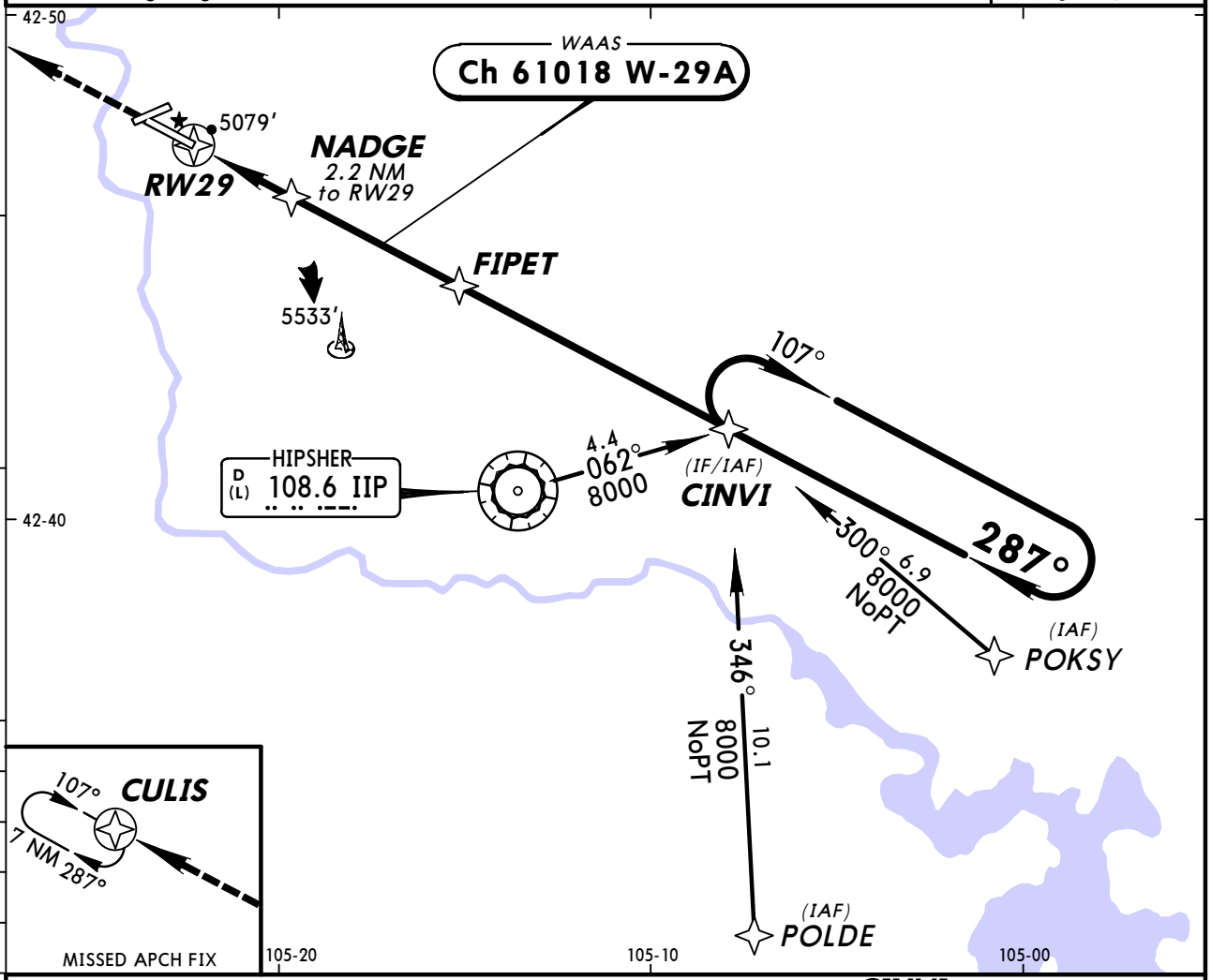
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4933′
Ch 61018 W-29A	287°	FIPET 6900′ (1967′)	5133′ (200′)	TDZE 4933′

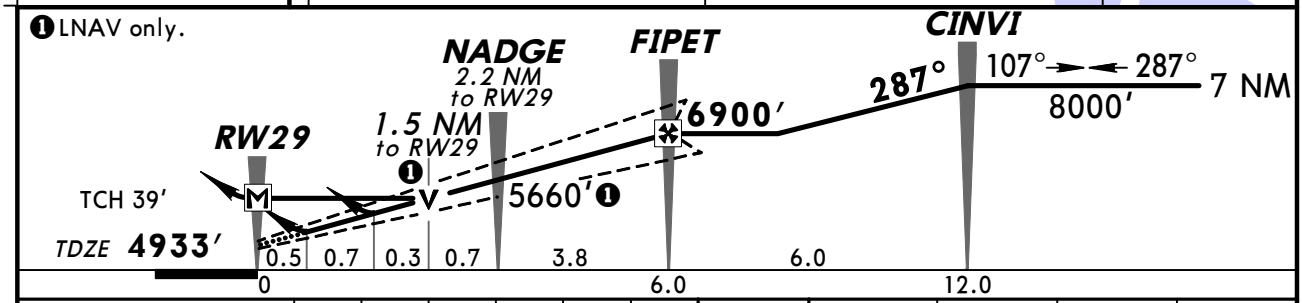
MISSED APCH: Climb to 8000′ direct CULIS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.

10,700′
MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

REIL
PAPI-L

8000′

CULIS

STRAIGHT-IN LANDING RWY 29

	LPV DA(H) 5133′ (200′)	LNAV/VNAV DA(H) 5369′ (436′)	LNAV MDA(H) 5440′ (507′)
A	¾	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5520′ (587′)-1
120	
140	5520′ (587′)-1½
165	5560′ (627′)-2

TERPS AMEND 1 29 JUL 2010

CHANGES: Procedure.

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ASOS	DENVER Center	CASPER Radio	CONVERSE CO UNICOM
135.22	135.6	121.97	CTAF 122.8

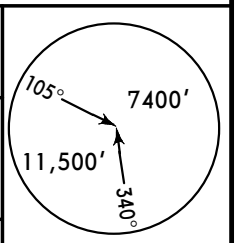
BRIEFING STRIP™

VOR IIP	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 4933′
108.6	305°	8000′ (3067′)	5420′ (487′)	TDZE 4933′

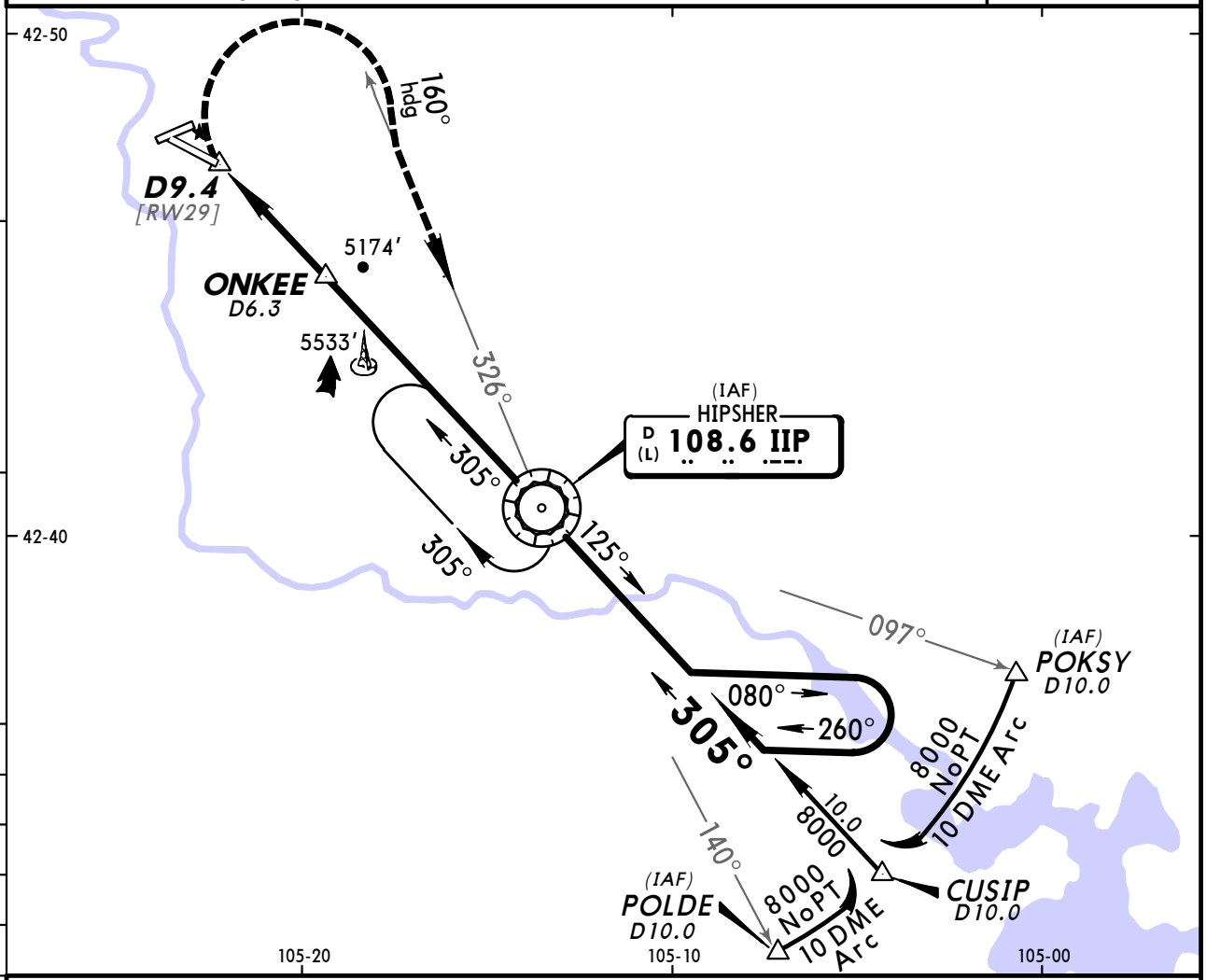
MISSED APCH: Climbing RIGHT turn to 8000′ via heading 160° and inbound on IIP VOR R-326 to IIP VOR and hold. Continue climb-in-hold to 8000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

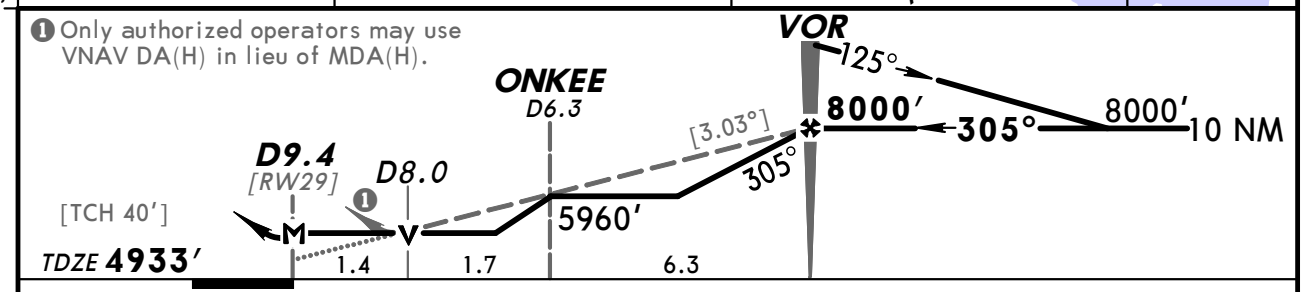
1. Pilot controlled lighting 122.8.



MSA IIP VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D9.4 or VOR to MAP 9.4	8:03	6:16	5:38	4:42	4:02	3:32

REIL PAPI-L	8000′ RT	via 160° hdg	and IIP 108.6 R-326	IIP 108.6

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY29			CIRCLE-TO-LAND		
MDA(H) 5420′ (487′) With ONKEE		MDA(H) 5960′ (1027′) Without ONKEE	Max Kts.	With ONKEE MDA(H)	Without ONKEE MDA(H)
A	1	1¼	90	5520′ (587′)-1	5960′ (1027′)-1¼
B		1½	120		5960′ (1027′)-1½
C	1¼	3	140	5520′ (587′)-1½	5960′ (1027′)-3
D	1½		165	5540′ (607′) -2	

CHANGES: Printing sequence.

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General Information

Location: Kemmerer WY USA
IATA Code: EMM
Lat/Long: N41° 49.4' W110° 33.4'
Elevation: 7288 ft

Airport Use: Public
Magnetic Variation: 11.7°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1401 Z
Sunset: 0110 Z,

Runway Information

Runway: 04
Length x Width: 2670 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 7285 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 3251 ft x 60 ft
Surface Type: turf
TDZ-Elev: 7287 ft

Runway: 16
Length x Width: 8200 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7288 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 250 ft

Runway: 22
Length x Width: 2670 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 7284 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 3251 ft x 60 ft

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Surface Type: turf
TDZ-Elev: 7287 ft

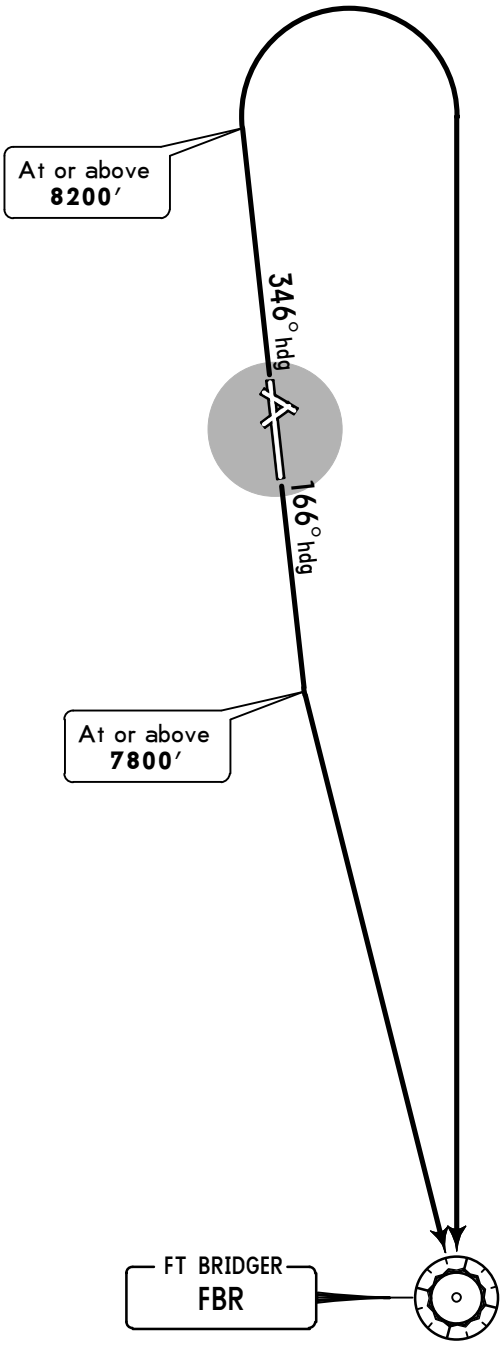
Runway: 34
Length x Width: 8200 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7279 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 300 ft

Communication Information

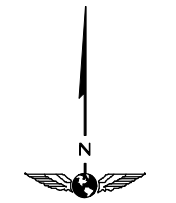
AWOS 119.675
Kemmerer Mun Unicom 122.8 CTAF PCL
Salt Lake City Center 124.35 Remote Communications Air-Ground

SALT LAKE CITY Center (Dep) (R) 124.35	*Apt Elev* 7285′	Trans level: FL180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

KEMRR TWO RNAV DEPARTURE (KEMRR2.FBR)



Direct distance from Kemmerer Mun to:
FBR **27 NM**



NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 10, 22, 28: Not authorized - Rwy surfaces.
Rwys 16, 34: Standard (or lower than standard if authorized).

RWY	INITIAL CLIMB
16	Climb to **7800′** via heading 166°, then climbing LEFT turn to **12000′** (or assigned altitude).
34	Climb to **8200′** via heading 346°, then climbing RIGHT turn to **12000′** (or assigned altitude).

ROUTING

Direct FBR then via assigned route/fix.

CHANGES: Procedure renumbered, revised.

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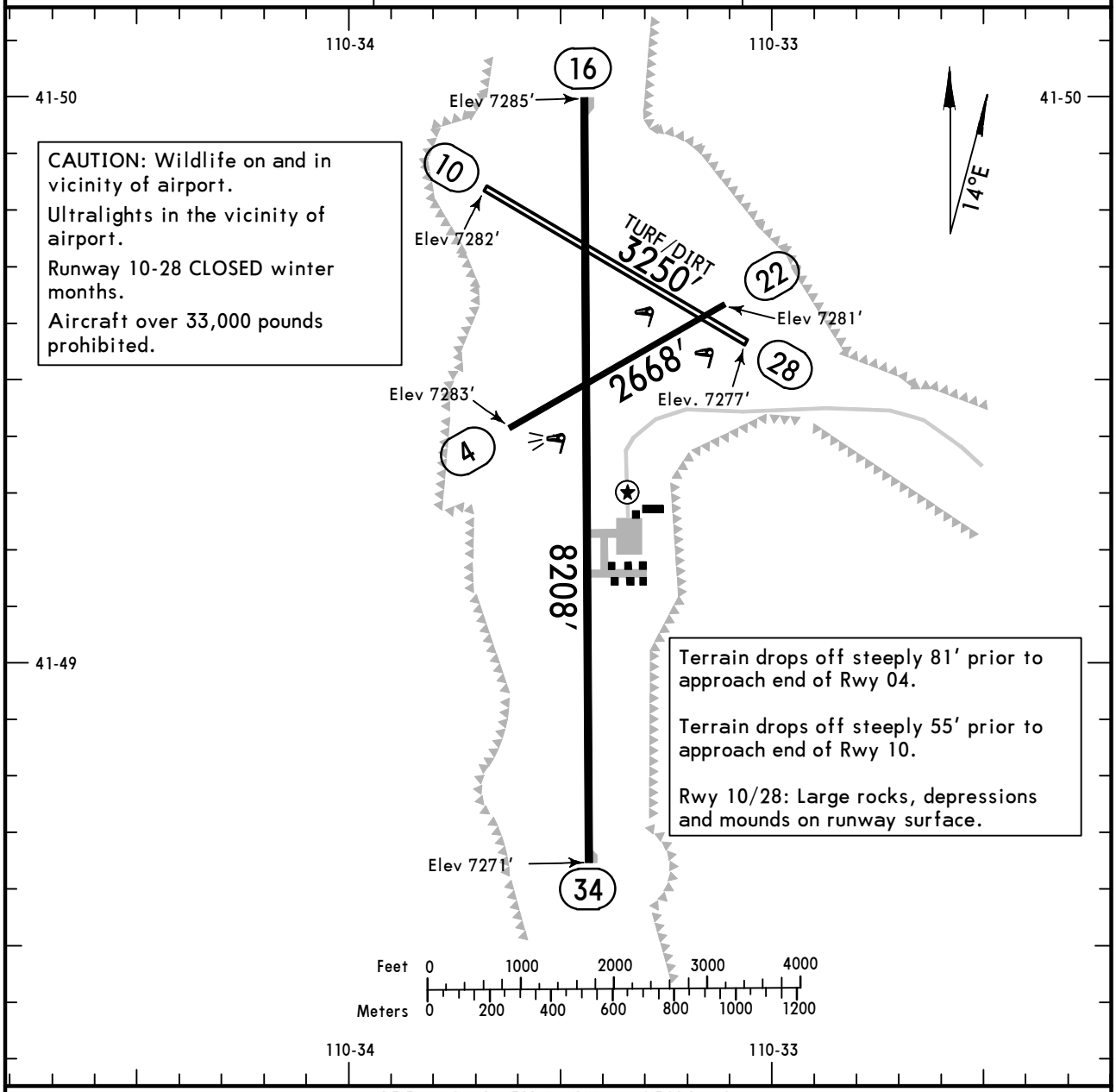
AWOS-3	KEMMERER MUN UNICOM	SALT LAKE Center
119.67	CTAF 122.8	124.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ MIRL				60′
22	❶ MIRL ❶ VASI-L (angle 3.0°)				
10					60′
28					
16	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′
34					

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 16, 34		Rwy 4, 10, 22, 28
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 16, climb to 12000′ via heading 166° and FBR VOR R-330 to FBR VOR before proceeding on course.
Rwy 34, climb via heading 346° to 8200′, then climbing right turn to 12000 via heading 125° and FBR R-345 to FBR VOR before proceeding on course.

AMEND 1

CHANGES: Chart reindexed, chart revised.

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KEMM/EMM
KEMMERER MUN

JEPPESEN

21 AUG 09
Eff 27 Aug
(12-1)
CAT A & B

KEMMERER, WYO
RNAV (GPS) Rwy 16

BRIEFING STRIP TM

AWOS-3	SALT LAKE Center	KEMMERER MUN UNICOM
119.67	124.35	CTAF 122.8

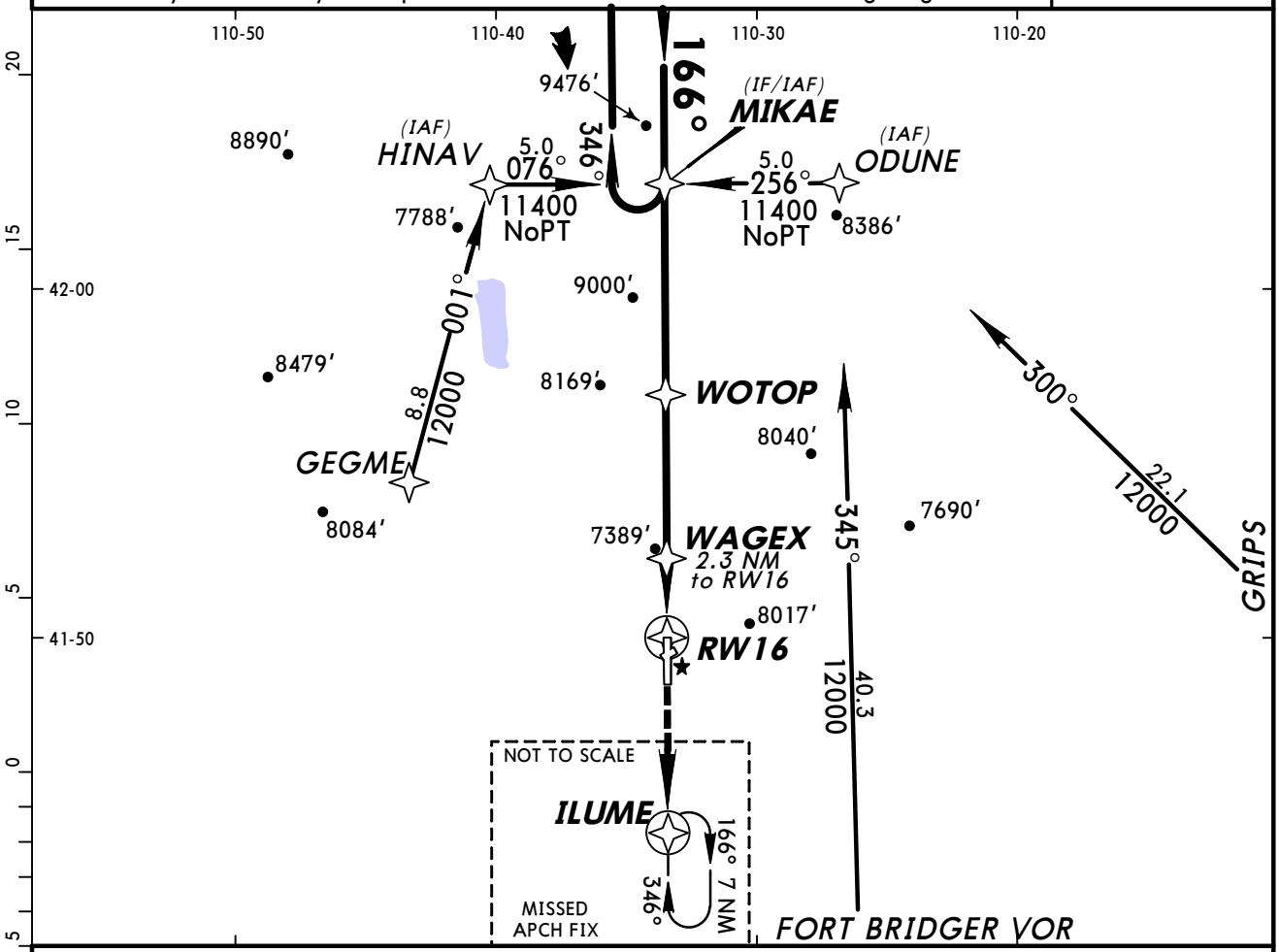
RNAV	Final Apch Crs	Minimum Alt WOTOP	LNAV MDA(H) (CONDITIONAL)	Apt Elev 7285' TDZE 7285'
	166°	10100' (2815')	7720' (435')	

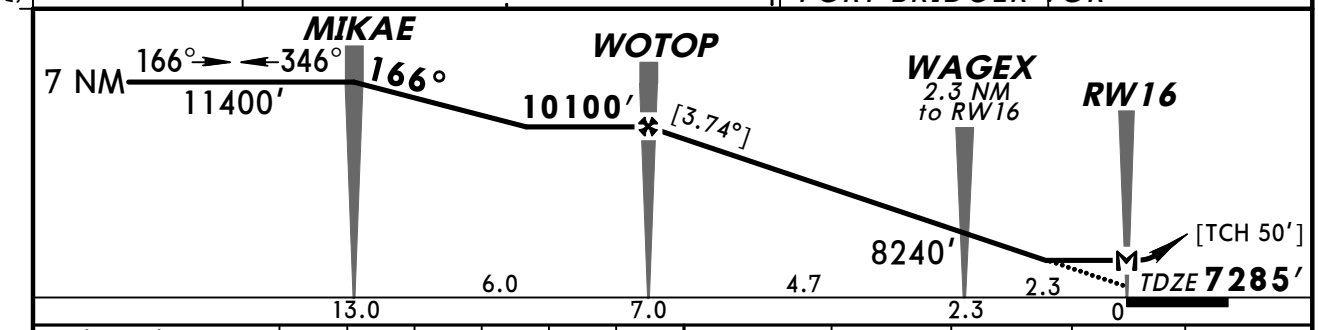
MISSED APCH: Climb to 9900' direct ILUME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Evanston altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopter not authorized. 5. Pilot controlled lighting 122.8.

11,100'
MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.74°]	463	596	662	794	927	1059
MAP at RW16						

REIL
PAPI-L

9900'

ILUME

STRAIGHT-IN LANDING RWY 16 LNAV			CIRCLE-TO-LAND		
	MDA(H) 7720' (435') With Local Altimeter Setting	MDA(H) 7840' (555') With Evanston Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Evanston Altimeter Setting MDA(H)
A	1	1	90	7720' (435')-1	7840' (555')-1
B			120	7740' (455')-1	7860' (575')-1
C	NA	NA	140	NA	NA
D			165		

AMEND 1 TERPS

CHANGES: Procedure.

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KEMM/EMM
KEMMERER MUN

JEPPESEN

21 AUG 09
Eff 27 Aug

(12-2)

CAT A & B

KEMMERER, WYO
RNAV (GPS) Rwy 34

AWOS-3	SALT LAKE Center	KEMMERER MUN UNICOM
119.67	124.35	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 7285′
	346°	FOSKA 9000′ (1724′)	7540′ (264′)	TDZE 7276′

MISSED APCH: Climb to 12000′ direct ATOXY and via 264° track to GEGME and hold. Continue to climb-in-hold to 12000′.

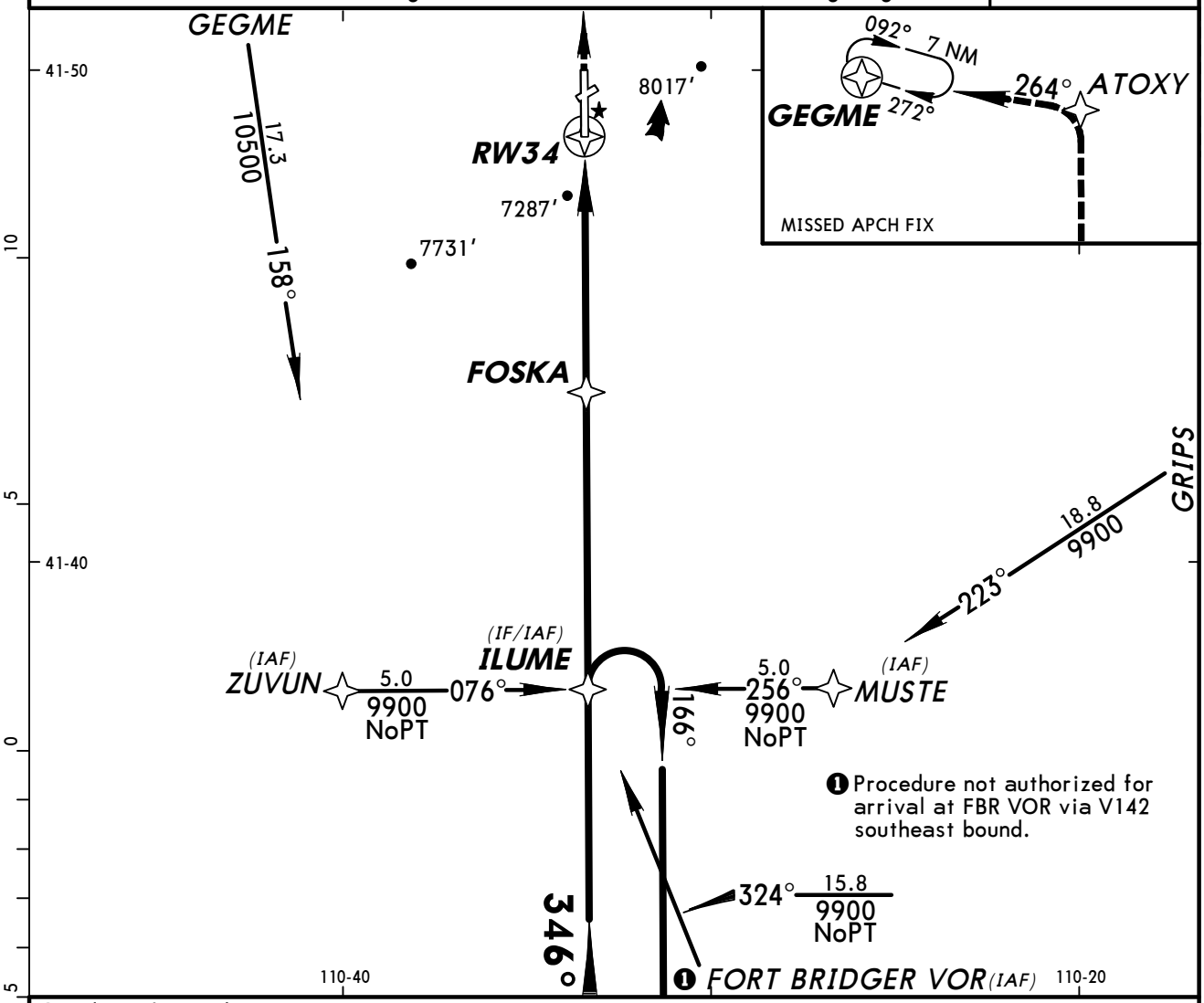
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use Evanston altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angle not coincident. 5. Pilot controlled lighting 122.8.

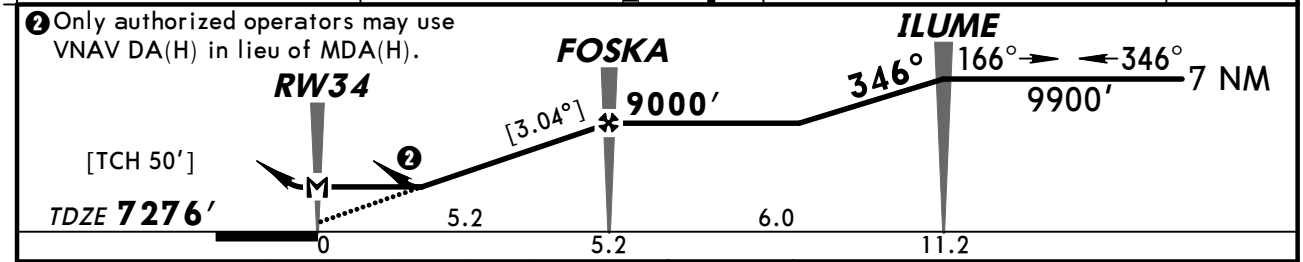
11,100′

MSA RW34

BRIEFING STRIP™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW34						

REIL
PAPI-L

12000′

D

ATOXY

	STRAIGHT-IN LANDING RWY 34 LNAV		CIRCLE-TO-LAND		
	MDA(H) 7540′(264′) With Local Altimeter Setting	MDA(H) 7660′(384′) With Evanston Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Evanston Altimeter Setting MDA(H)
A	1	1	90	7640′ (355′)-1	7760′ (475′)-1
B			120	7740′ (455′)-1	7860′ (575′)-1
C	NA	NA	140	NA	NA
D			165		

AMEND 1

TERPS

CHANGES: Procedure.

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General Information

Location: Evanston WY USA
IATA Code: EVW
Lat/Long: N41° 16.5' W111° 02.1'
Elevation: 7143 ft

Airport Use: Public
Magnetic Variation: 11.8°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 937 ft AGL

Sunrise: 1402 Z
Sunset: 0112 Z,

Runway Information

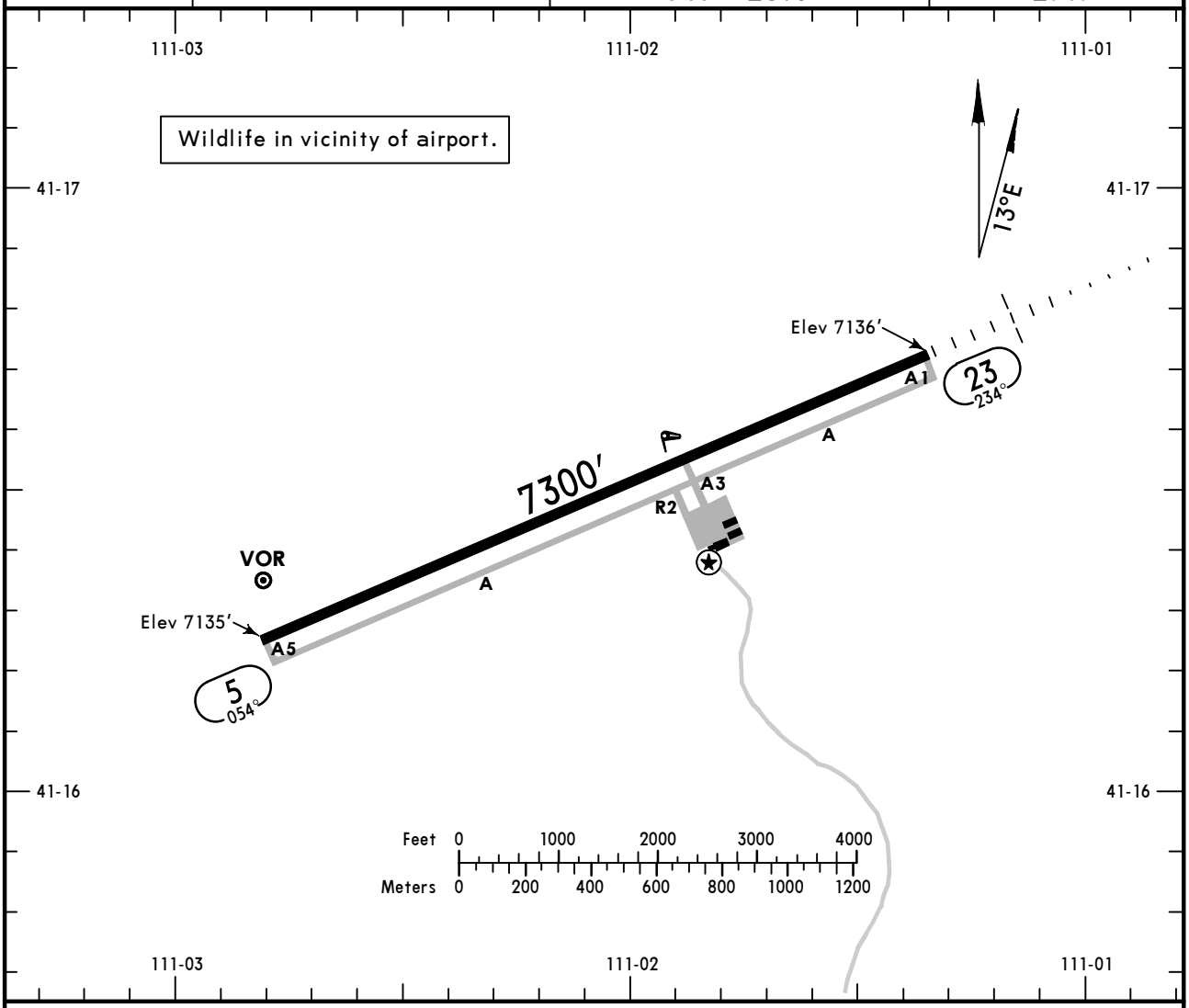
Runway: 05
Length x Width: 7300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7141 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 7300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7143 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 120.0
Evanston-Uinta Co Burns Unicom 123.0 CTAF PCL
Salt Lake City Clearance GCO 121.725
Salt Lake City Center 127.7 Remote Communications Air-Ground

ASOS	SALT LAKE CENTER Clearance (GCO)	EVANSTON-UINTA CO BURNS UNICOM	SALT LAKE Center
120.0	121.72	CTAF 123.0	127.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL ❶ REIL PAPI-L (angle 3.0°) grooved				100′
23	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°)		6495′		

❶ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	ILS Rwy 23	Other
A, B	600-2	800-2
C, D	700-2	

OBSTACLE DP: Rwy 5, climb via 050° heading and FBR VOR R-243 to FBR VOR; Rwy 23, climbing left turn via 030° heading and FBR VOR R-243 to FBR VOR; All aircraft: cross FBR VOR at or above MEA for direction of flight.

AMEND 0

CHANGES: Rwy 23 REIL removed.

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ASOS	SALT LAKE Center	EVANSTON-UINTA CO BURNS UNICOM
120.0	127.7	CTAF 123.0

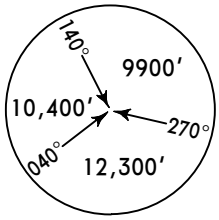
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 7143′
IEVW 108.9	234°	CESLA 9100′ (1957′)	7343′ (200′)	TDZE 7143′

MISSED APCH: Climb to 7600′ then climbing LEFT turn to 12000′ outbound via EVW VOR R-213 to COOLI/D16.6 EVW and hold, continue climb-in-hold to 12000′.

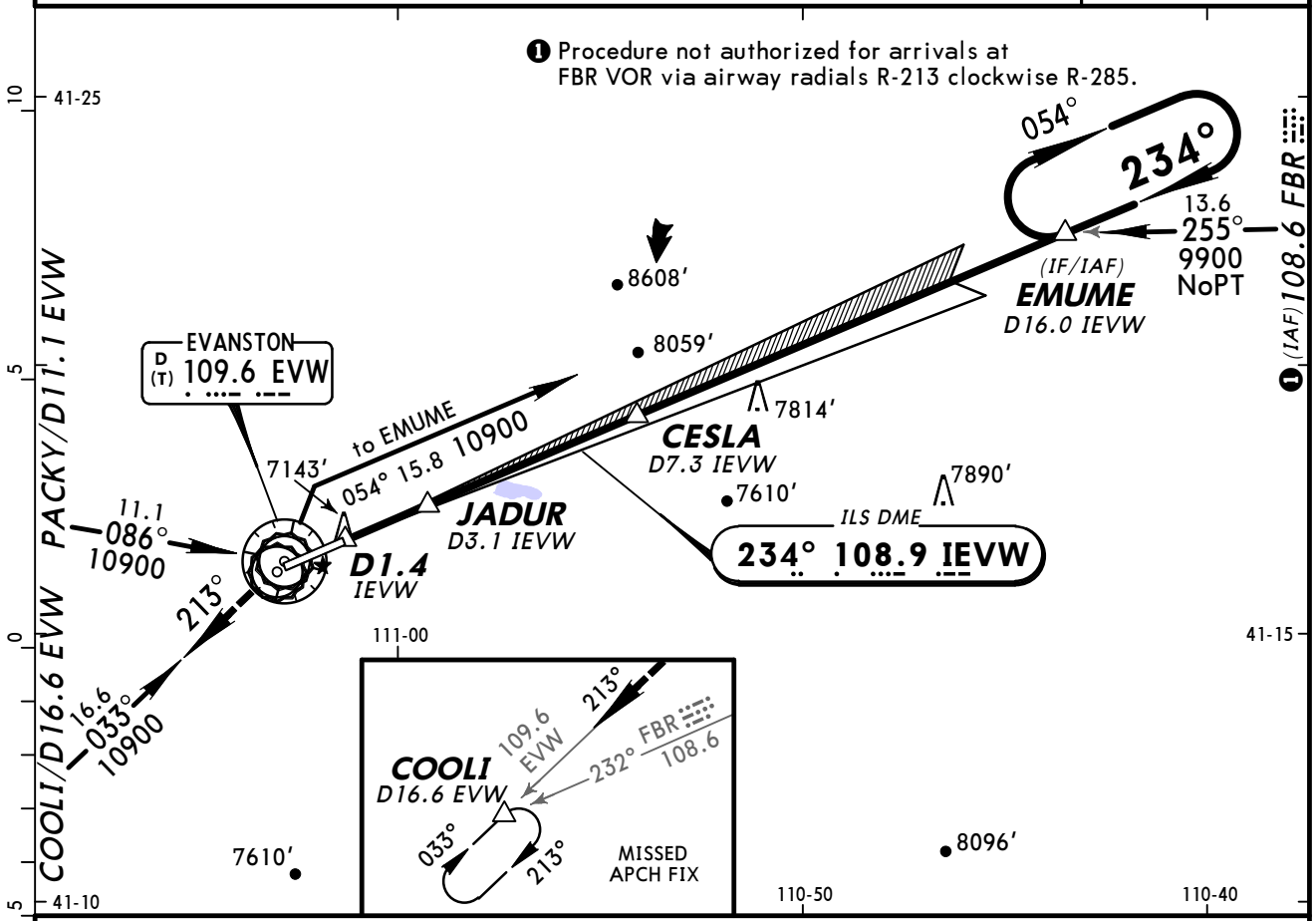
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

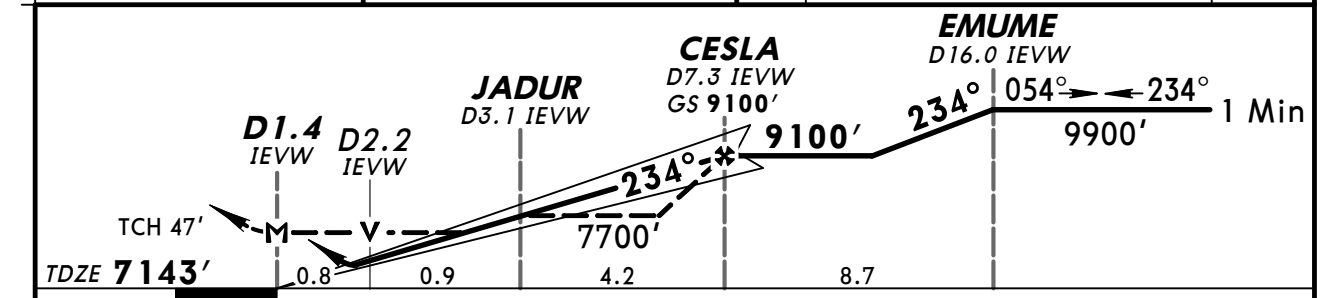
1. Use local altimeter setting, if not received procedure not authorized. 2. Use IEVW DME when on the localizer course. 3. Pilot controlled lighting 123.0.



MSA EVW VOR

❶ Procedure not authorized for arrivals at FBR VOR via airway radials R-213 clockwise R-285.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.4 IEVW						

MALSR
PAPI

7600′	12000′	EVW via 109.6 R-213	COOLI
↑	LT		

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 7343′ (200′)		LOC (GS out) MDA(H) 7440′ (297′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7580′ (437′)-1
120	7720′ (577′)-1
140	7760′ (617′)-1 3/4
165	7760′ (617′)-2

AMEND 1
TERPS

CHANGES: Lighting.

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BRIEFING STRIP™

ASOS	SALT LAKE Center	EVANSTON-UINTA CO BURNS UNICOM
120.0	127.7	CTAF 123.0

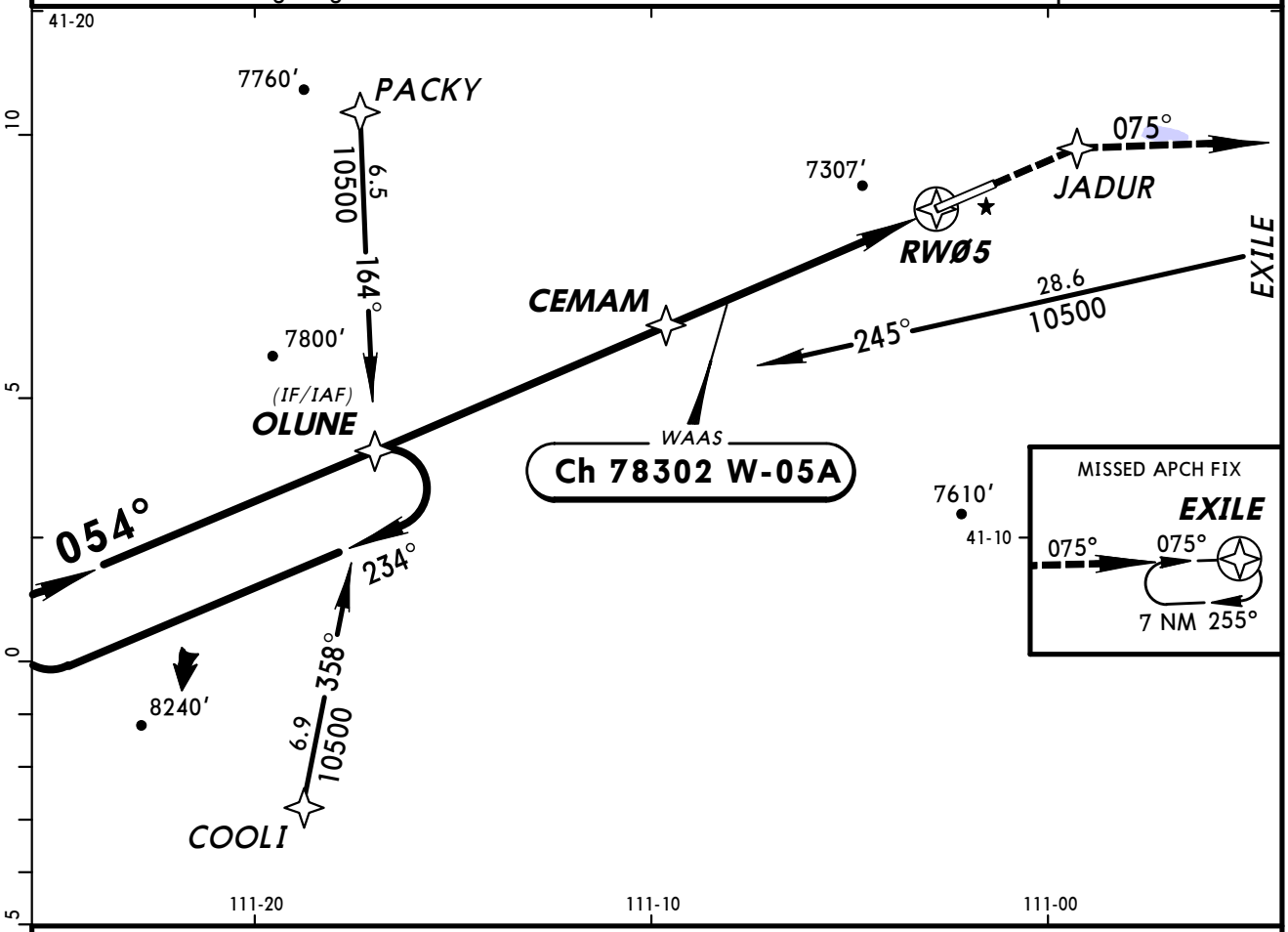
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7143′
Ch 78302 W-05A	054°	CEMAM 9000′ (1859′)	7391′ (250′)	TDZE 7141′

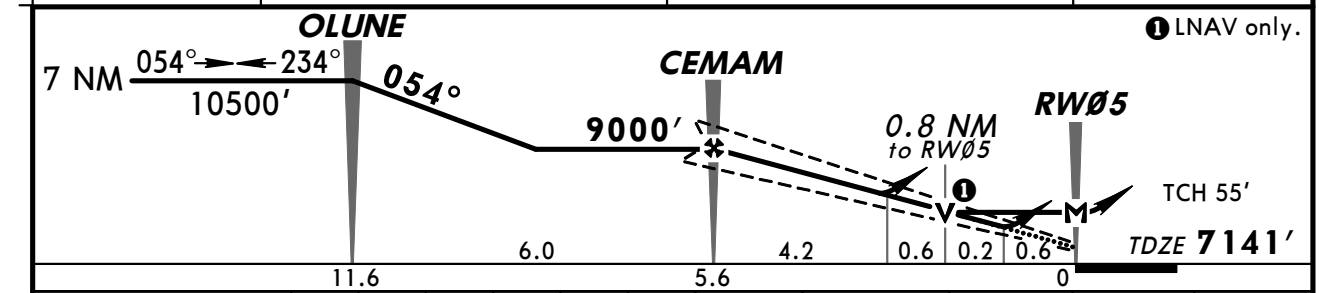
MISSED APCH: Climb to 12000′ direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -29°C (-20°F) or above 34°C (94°F). 3. DME/DME RNP-0.30 not authorized.
4. Pilot controlled lighting 123.0.

12,300′
MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

REIL
PAPI-L

12000′

JADUR

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 7391′ (250′)	LNAV/VNAV DA(H) 7643′ (502′)	LNAV MDA(H) 7440′ (299′)
A	¾	1¾	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7580′ (437′)-1¾
120	7720′ (577′)-1¾
140	7760′ (617′)-1¾
165	7760′ (617′)-2

TERPS AMEND 2

CHANGES: None.

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ASOS	SALT LAKE Center	EVANSTON-UINTA CO BURNS UNICOM
120.0	127.7	CTAF 123.0

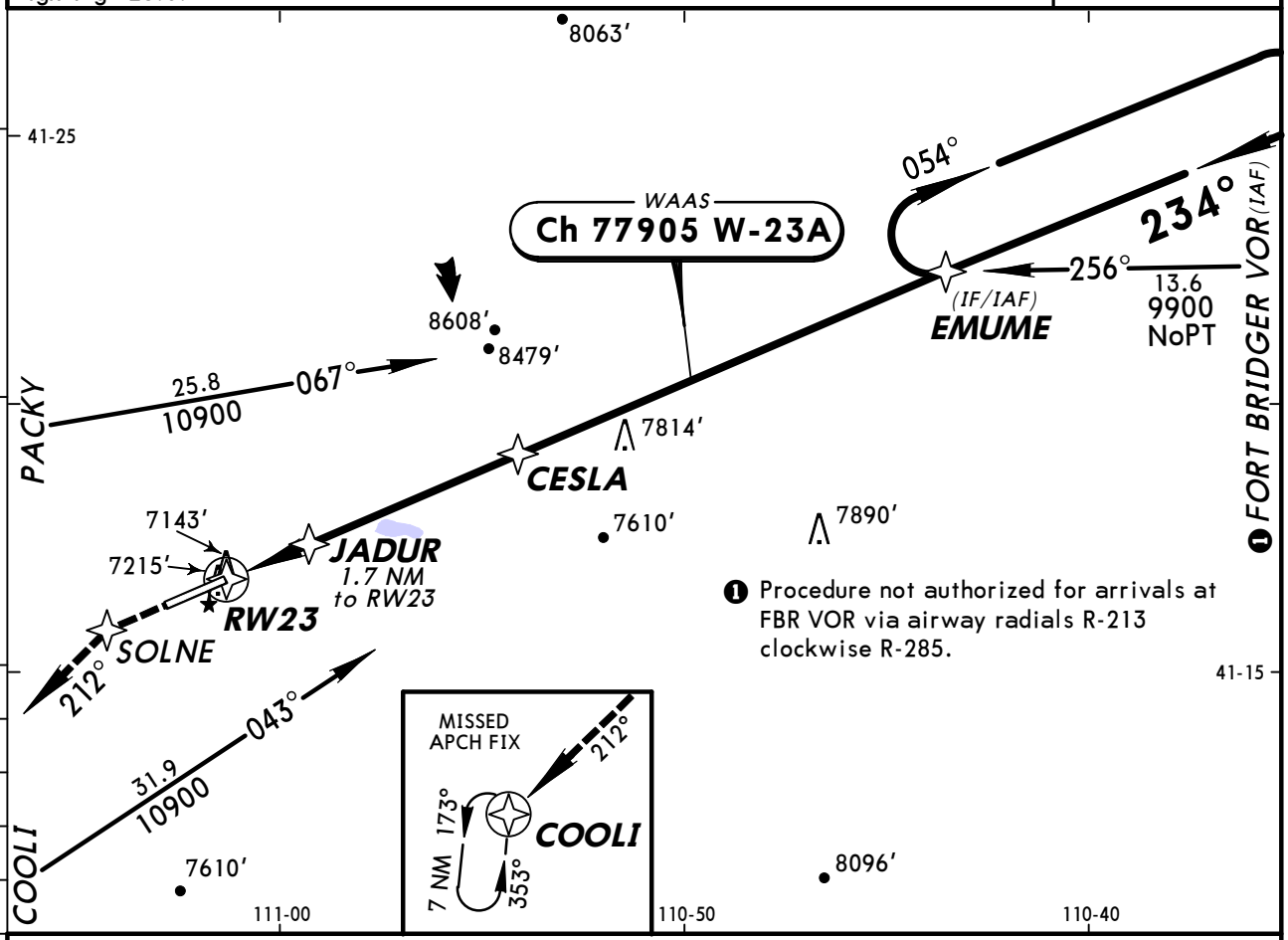
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7143′
Ch 77905 W-23A	234°	CESLA 9100′ (1957′)	7393′ (250′)	TDZE 7143′

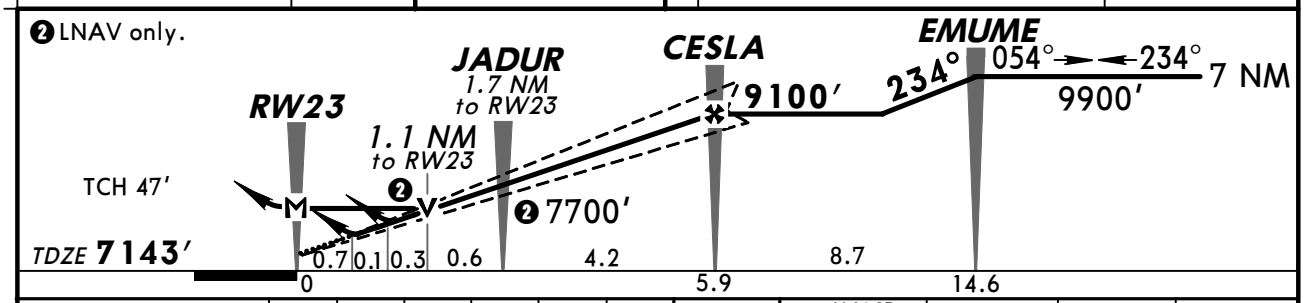
MISSED APCH: Climb to 12000′ direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -29°C (-20°F) or above 34°C (93°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 123.0.

12,400′
MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

MALSR
PAPI
12000′
SOLNE

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 7393′ (250′)		LNAV/VNAV DA(H) 7443′ (300′)			LNAV MDA(H) 7520′ (377′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	1	½	¾	1	½	¾	1
B								
C								
D			¾	1		1	1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7580′ (437′)-1
120	7720′ (577′)-1
140	7760′ (617′)-1¾
165	7760′ (617′)-2

AMEND 4 TERPS

CHANGES: Lighting.

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BRIEFING STRIP™

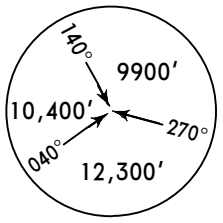
ASOS	SALT LAKE Center	EVANSTON-UINTA CO BURNS UNICOM
120.0	127.7	CTAF 123.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7143′
EVW 109.6	044°	EVAYI 8800′ (1659′)	7560′ (419′)	TDZE 7141′

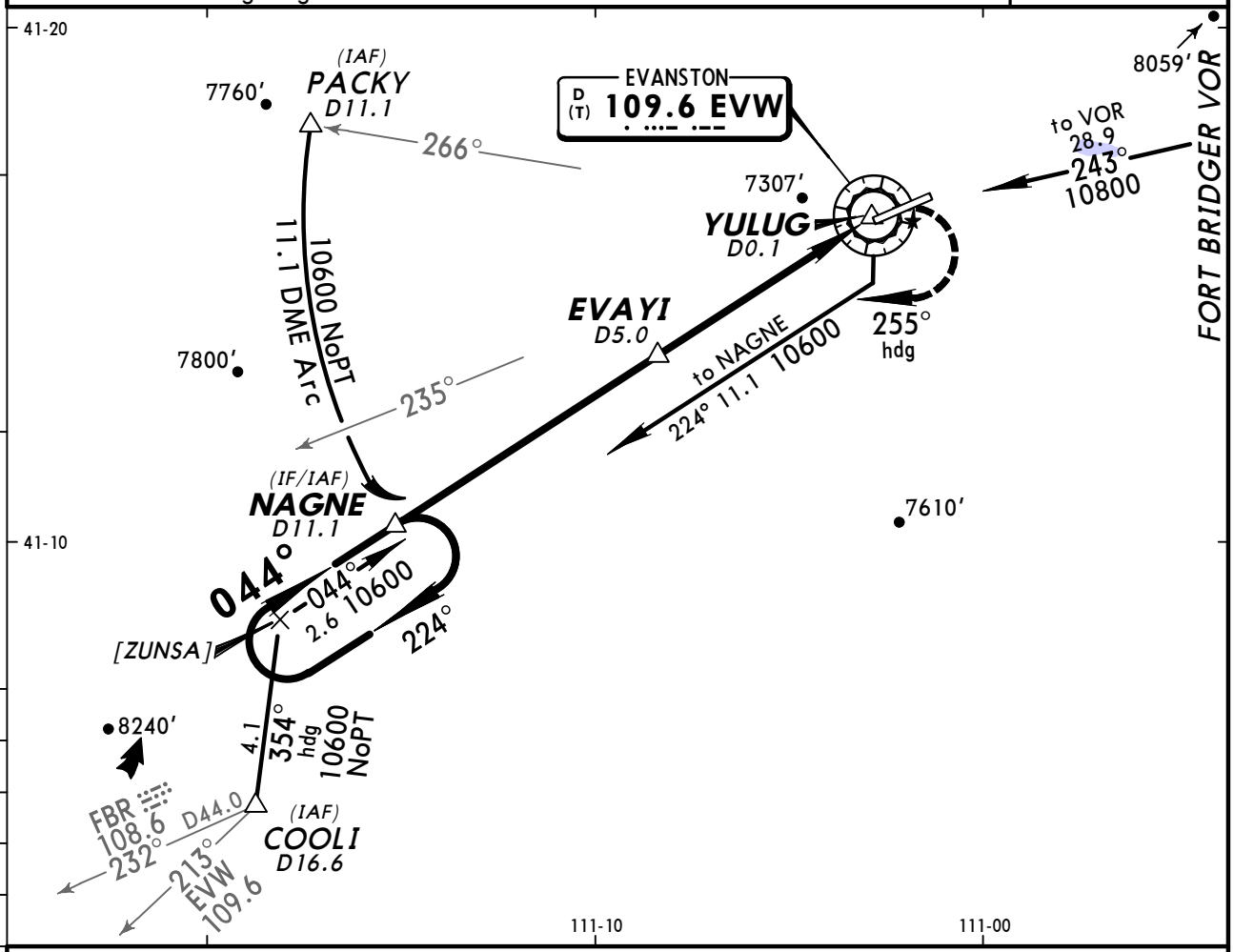
MISSED APCH: Climb to 7600′ then climbing RIGHT turn to 10600′ via heading 255° and outbound EVW VOR R-224 to NAGNE/D11.1 and hold, continue climb-in-hold to 10600′.

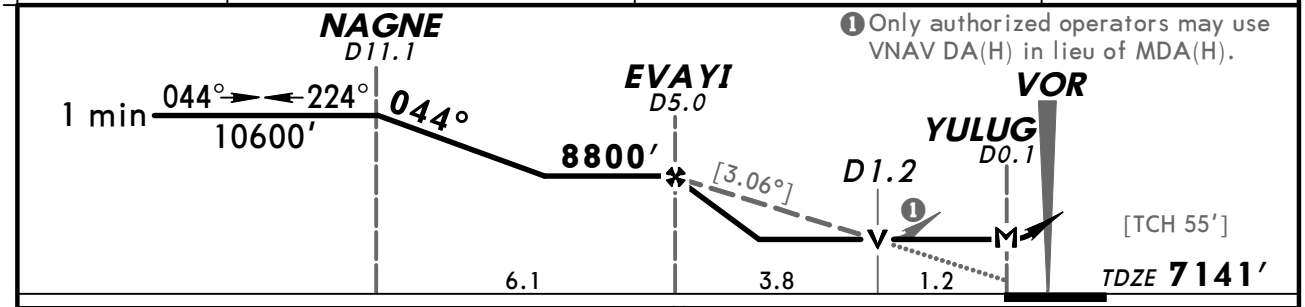
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. Pilot controlled lighting 123.0.



MSA EVW VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at YULUG						

REIL PAPI-L	7600′ ↑	10600′ ↱ RT	via	255° hdg	and	EVW 109.6 R-224

STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND	
MDA(H) 7560′ (419′)		Max Kts	MDA(H)
A	1	90	7580′ (437′)-1
B		120	7720′ (577′)-1
C	1¼	140	7760′ (617′)-1¾
D		165	7760′ (617′)-2

AMEND 0 TERPS

CHANGES: NAGNE holding length.

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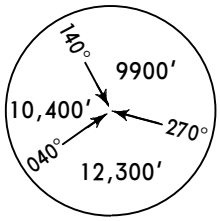
ASOS	SALT LAKE Center	EVANSTON-UINTA CO BURNS UNICOM
120.0	127.7	CTAF 123.0

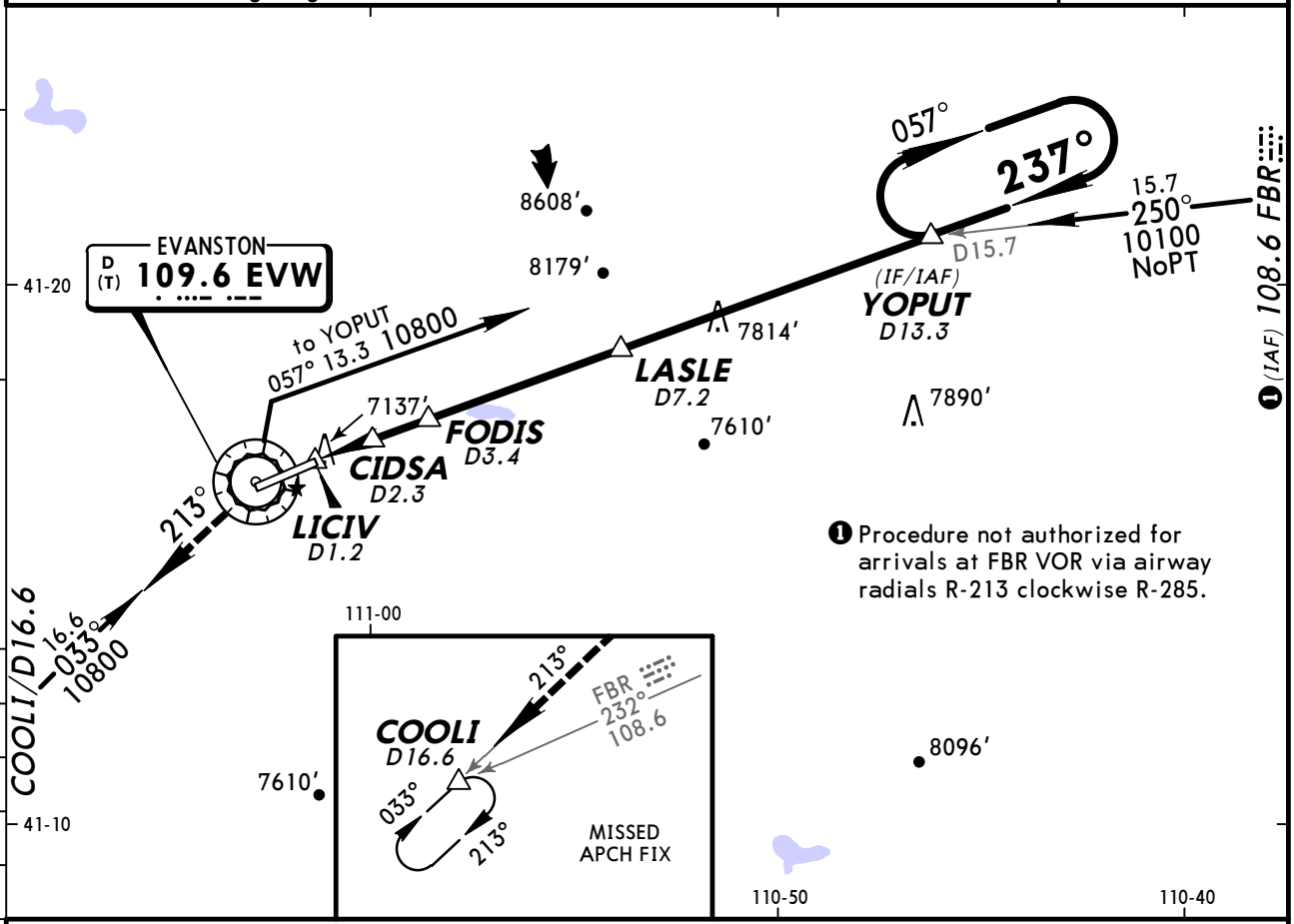
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7143′
EVW 109.6	237°	LASLE 9100′ (1957′)	7500′ (357′)	TDZE 7143′

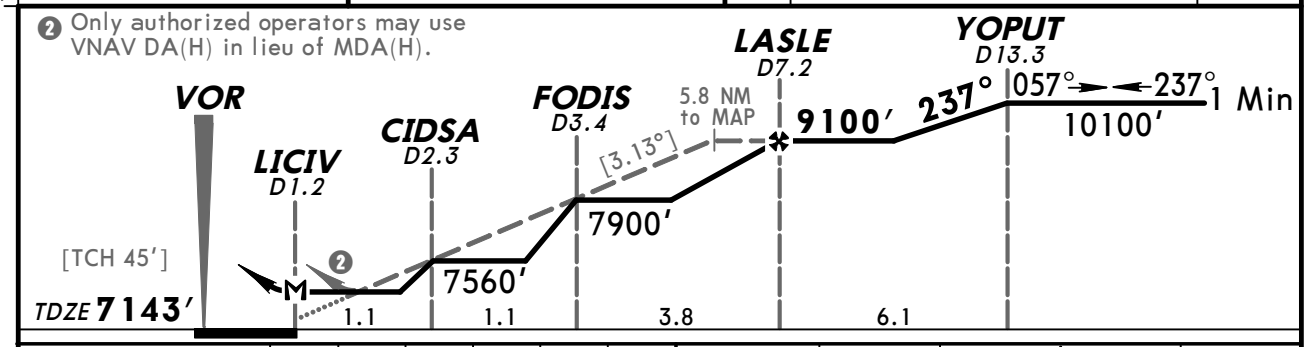
MISSED APCH: Climb to 7600′ then climbing LEFT turn to 12000′ outbound via EVW VOR R-213 to COOLI/D16.6 and hold, continue climb-in-hold to 12000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, procedure not authorized.
2. Pilot controlled lighting 123.0.



MSA EVW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.13°]	388	498	554	665	775	886
MAP at LICIV						

MALSR
PAPI

7600′

12000′ LT via EVW 109.6 R-213

COOLI

STRAIGHT-IN LANDING RWY 23

MDA(H) 7500′ (357′)

	RAIL out	ALS out
A, B, C	1/2	3/4
D	1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7580′ (437′) -1
120	7720′ (577′) -1
140	7760′ (617′) -1 3/4
165	7760′ (617′) -2

AMEND 1
TERPS

CHANGES: YOPUT holding length.

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General Information

Location: Gillette WY USA
IATA Code: GCC
Lat/Long: N44° 20.9' W105° 32.4'
Elevation: 4364 ft

Airport Use: Public
Magnetic Variation: 9.6°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1343 Z
Sunset: 0047 Z,

Runway Information

Runway: 03
Length x Width: 5803 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 4343 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 16
Length x Width: 7501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4337 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 5803 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 4325 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 7501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4364 ft
Lighting: Edge, ALS, Pilot controlled

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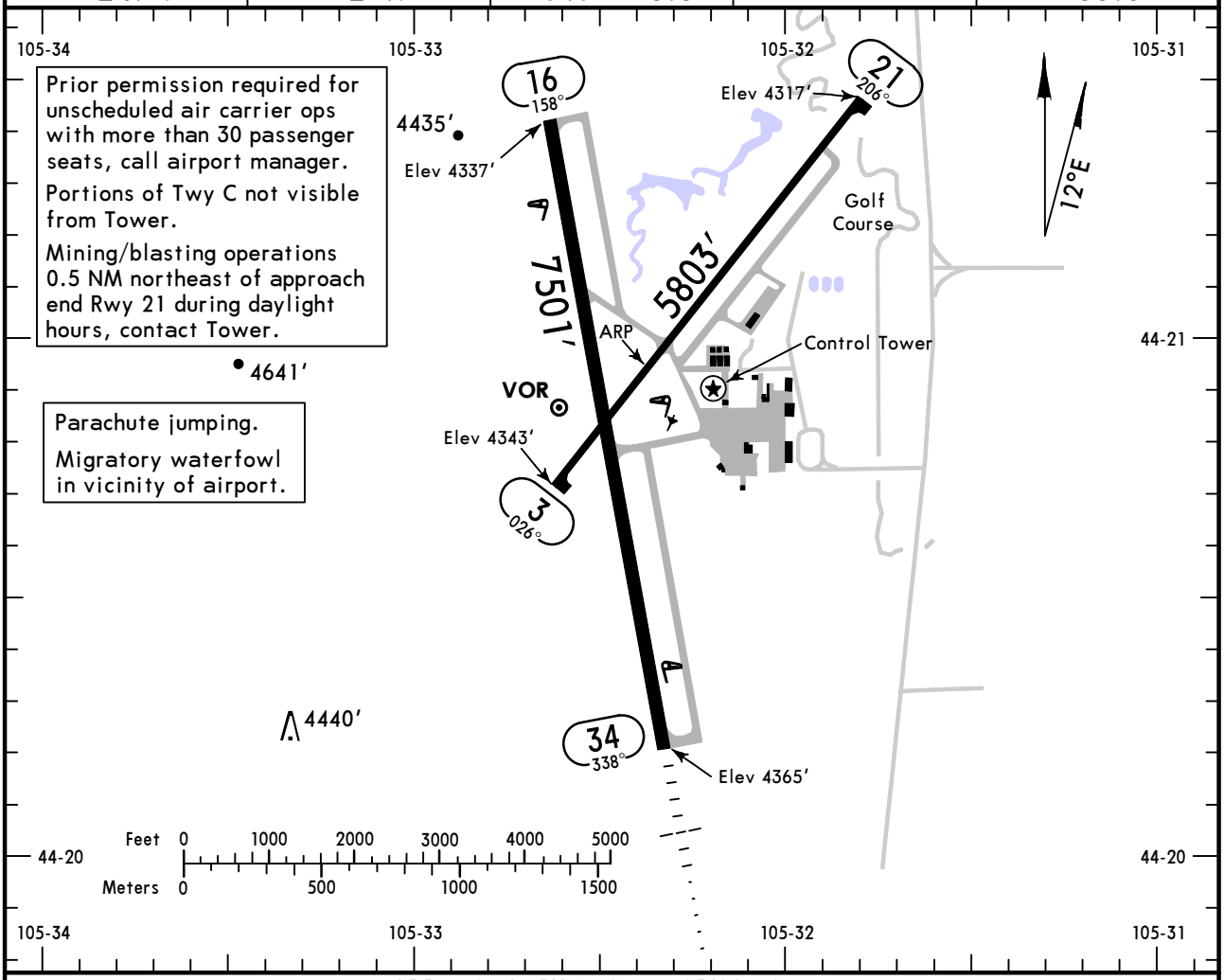
Communication Information

ASOS 124.175
Gillette Tower 118.5 CTAF PCL
Gillette Ground Control 121.7
Gillette-Campbell Co Unicom 122.95
Casper Flight Service Station 122.3 RCO
Denver Center 135.6 Remote Communications Air-Ground

ASOS	*GILLETTE Ground	*Tower	UNICOM 122.95	DENVER Center
124.17	121.7	CTAF 118.5		135.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21	❶MIRL ❷REIL ❶PAPI-L (angle 4.00°) grooved				75′
16	❶HIRL ❷REIL ❶PAPI-L (angle 3.17°) grooved				150′
34	❶HIRL ❶MALSR ❶PAPI-L (angle 3.20°) grooved		6365′		

❶Activate on 118.5 when Twr inop.
❷Not available when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 34		Rwy 16			Rwy 21		
	Adequate Vis Ref	STD	With Mim climb of 275′/NM to 5600′ Adequate Vis Ref	STD	For Climb in Visual Conditions	With Mim climb of 425′/NM to 5200′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	1200-3	1/4	1	600-3
3 & 4 Eng		1/2		1/2			1/2	

OBSTACLE DP

Rwy 16: climb via heading 158° to 5100′ before proceeding on course, or, for climb in visual conditions cross Gillette-Campbell Co Airport at or above 5400′ before proceeding on course.

Rwy 21: climb via heading 206° to 5200′ before proceeding on course.

FOR FILING AS ALTERNATE

	VOR DME Rwy 16	RNAV (GPS) Rwy 16	VOR DME Rwy 34	Authorized Only When Tower operating ILS Rwy 34 LOC Rwy 34	RNAV (GPS) Rwy 34
A	800-2	800-2¼	900-2	900-2	1200-4
B					
C	800-2¼		900-2½	900-2½	
D	1000-3	1000-3	1000-3	1000-3	

AMEND 4

CHANGES: Take-off minimums and obstacle DP.

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ASOS	DENVER Center	*GILLETTE Tower	*Ground
124.17	135.6	CTAF 118.5	121.7

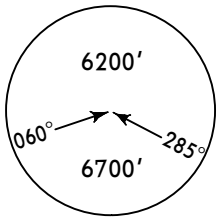
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4365′
ILLT 110.1	338°	DERYK 5706′ (1341′)	4565′ (200′)	TDZE 4365′

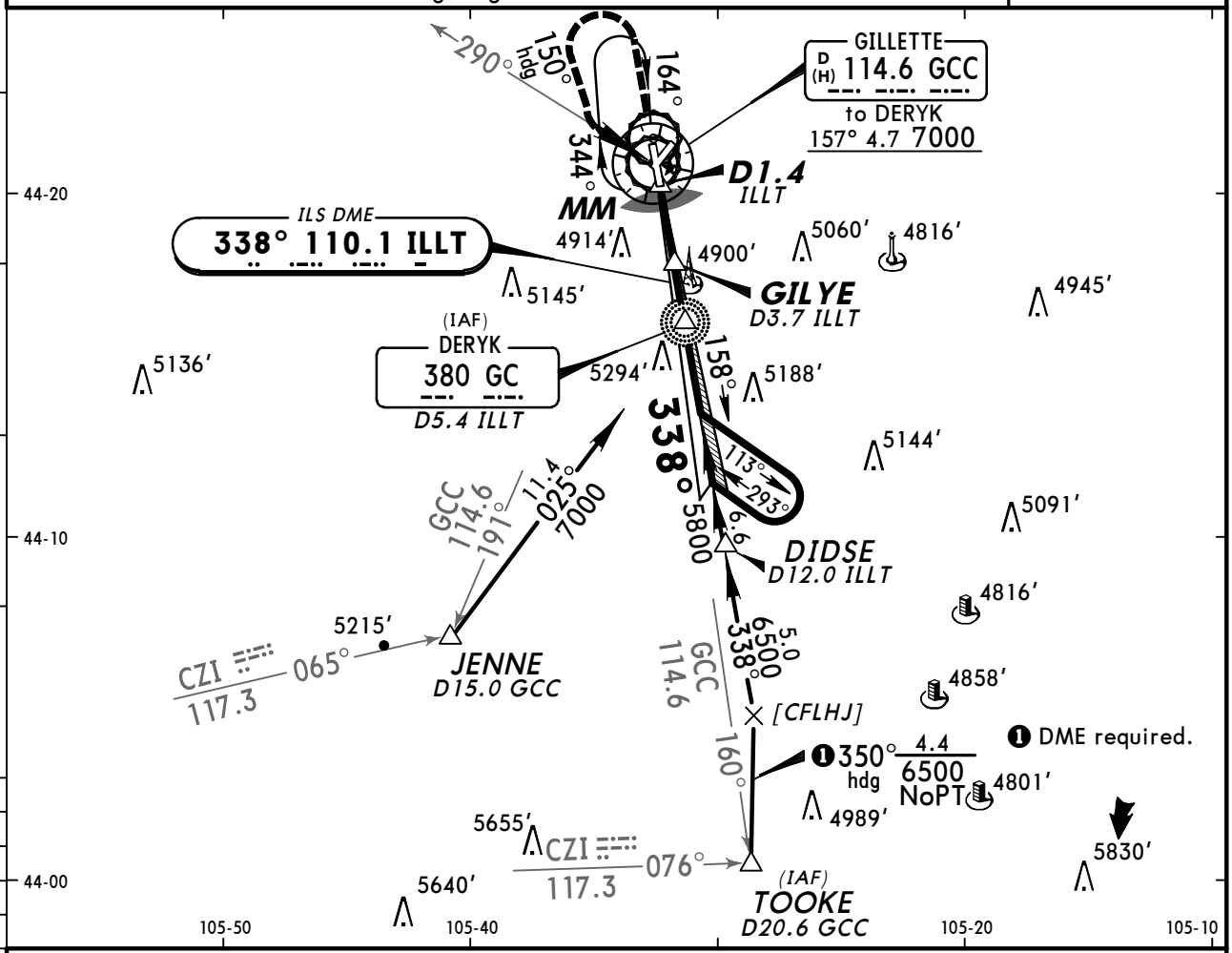
MISSED APCH: Climb to 5700′ then climbing LEFT turn to 7000′ via heading 150° and inbound GCC VOR R-290 to GCC VOR and hold, continue climb-in-hold to 7000′.

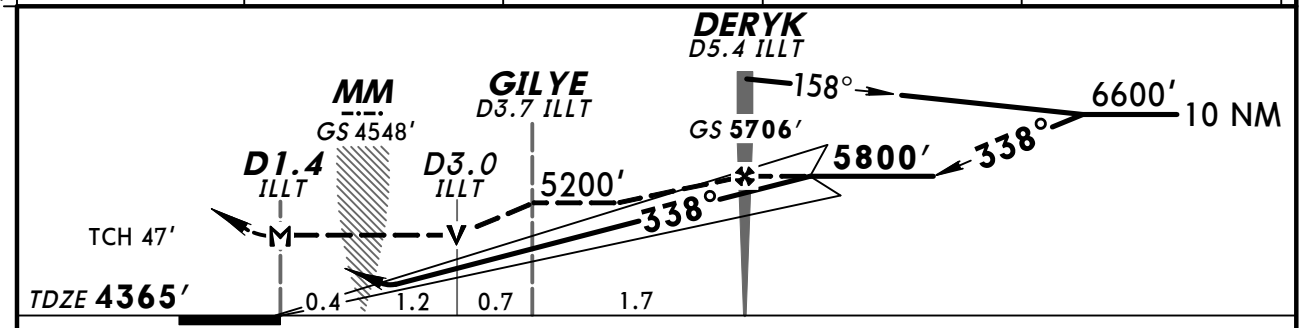
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. If local altimeter setting not received, procedure not authorized. 3. VGSI and ILS glidepath not coincident. 4. Use ILLT DME when on the localizer course. 5. Pilot controlled lighting 118.5.



MSA GCC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.4 ILLT or DERYK to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR
PAPI

5700′	7000′ LT	via 150° hdg	and GCC 114.6 R-290	GCC 114.6

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 4565′(200′) FULL	ILS DA(H) 4565′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 4940′(575′) With Gilye RAIL out	LOC (GS out) MDA(H) 4940′(575′) With Gilye ALS out	LOC (GS out) MDA(H) 5200′(835′) Without Gilye RAIL out	LOC (GS out) MDA(H) 5200′(835′) Without Gilye ALS out
A	3/4		3/4	1	3/4	1
B					3/4	1 1/4
C			1	1 1/2	2	2 1/2
D			1 1/4	1 3/4	2 1/4	2 3/4

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 3 when VGSI inop.

Max Kts	With Gilye MDA(H)	Without Gilye MDA(H)
90	5040′(675′)-1	5200′(835′)-1
120		5200′(835′)-1 1/4
140	5120′(755′)-2 1/4	5200′(835′)-2 1/2
165	5280′(915′)-3	5280′(915′)-3

TERPS AMEND 3

CHANGES: None.

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ASOS	DENVER Center	*GILLETTE Tower	*Ground
124.17	135.6	CTAF 118.5	121.7

BRIEFING STRIP™

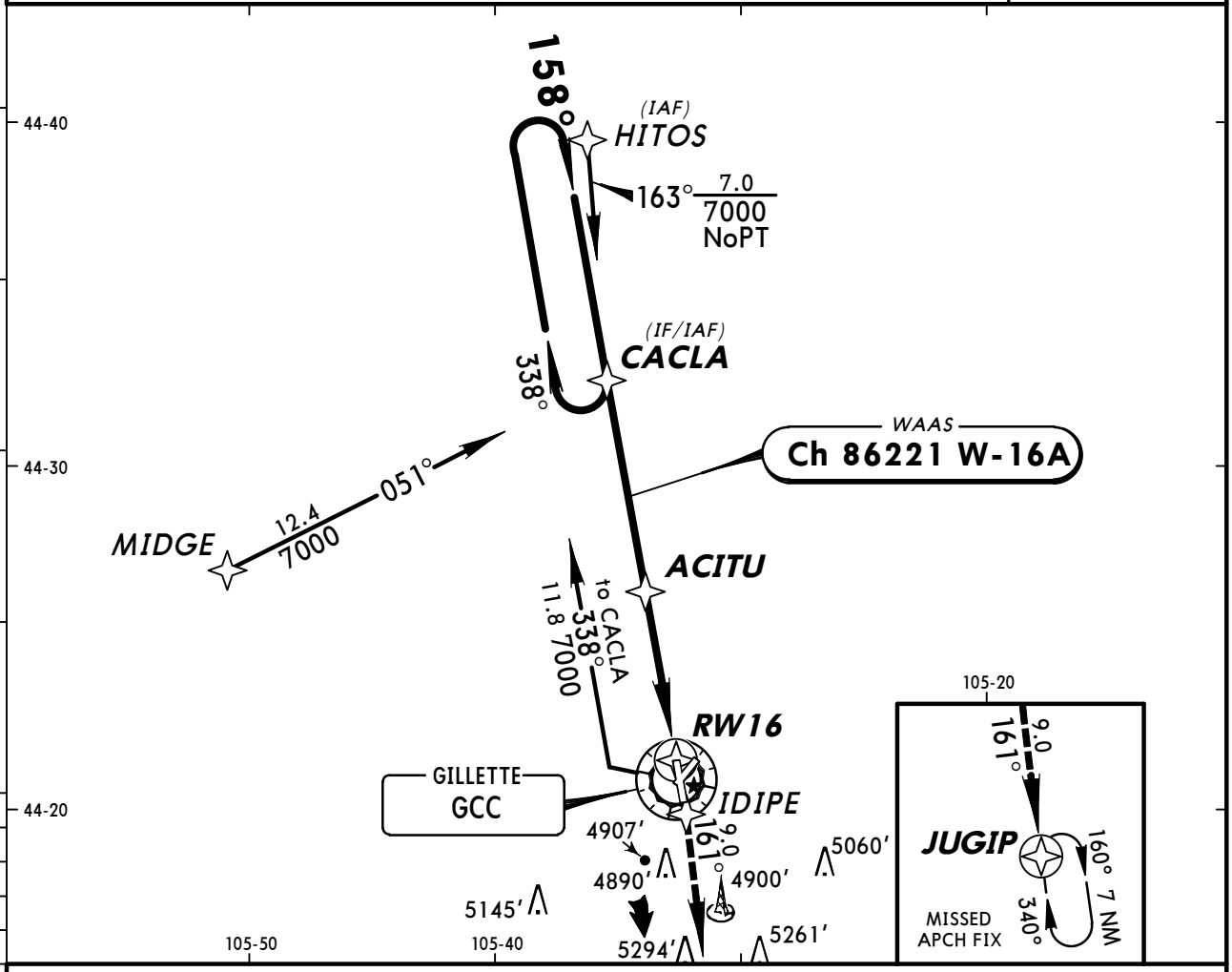
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4365′
Ch 86221 W-16A	158°	ACITU 6000′ (1663′)	4660′ (323′)	TDZE 4337′

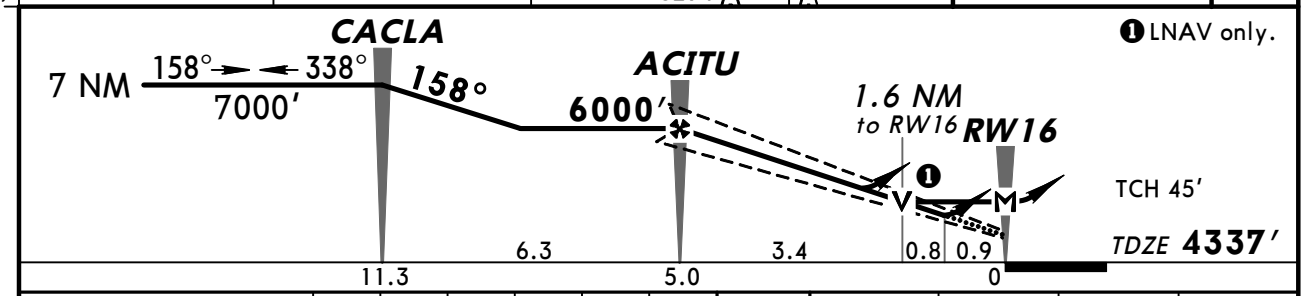
MISSED APCH: Climb to 7000′ direct IDIPE and via 161° track to JUGIP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -23°C (-9°F). 4. For LNAV/VNAV, fly visual to airport, 158° - 1.9 NM. 5. Pilot controlled lighting 118.5.

6700′
MSA RW16





❶ LNAV only.

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

REIL
PAPI-L
7000′
IDIPE

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND Not Authorized at Night to Rwy 3 when VGSI inop.	
	LPV DA(H) 4660′ (323′)	LNAV/VNAV DA(H) 4980′ (643′)	LNAV MDA(H) 4900′ (563′)	Max Kts.	MDA(H)
A	1¼	2	1	90	5040′ (675′) - 2¼
B				120	
C			1½	140	5120′ (755′) - 2¼
D			1¾	165	5280′ (915′) - 3

CHANGES: Lighting.

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ASOS	DENVER Center	*GILLETTE Tower	*Ground
124.17	135.6	CTAF 118.5	121.7

BRIEFING STRIP™

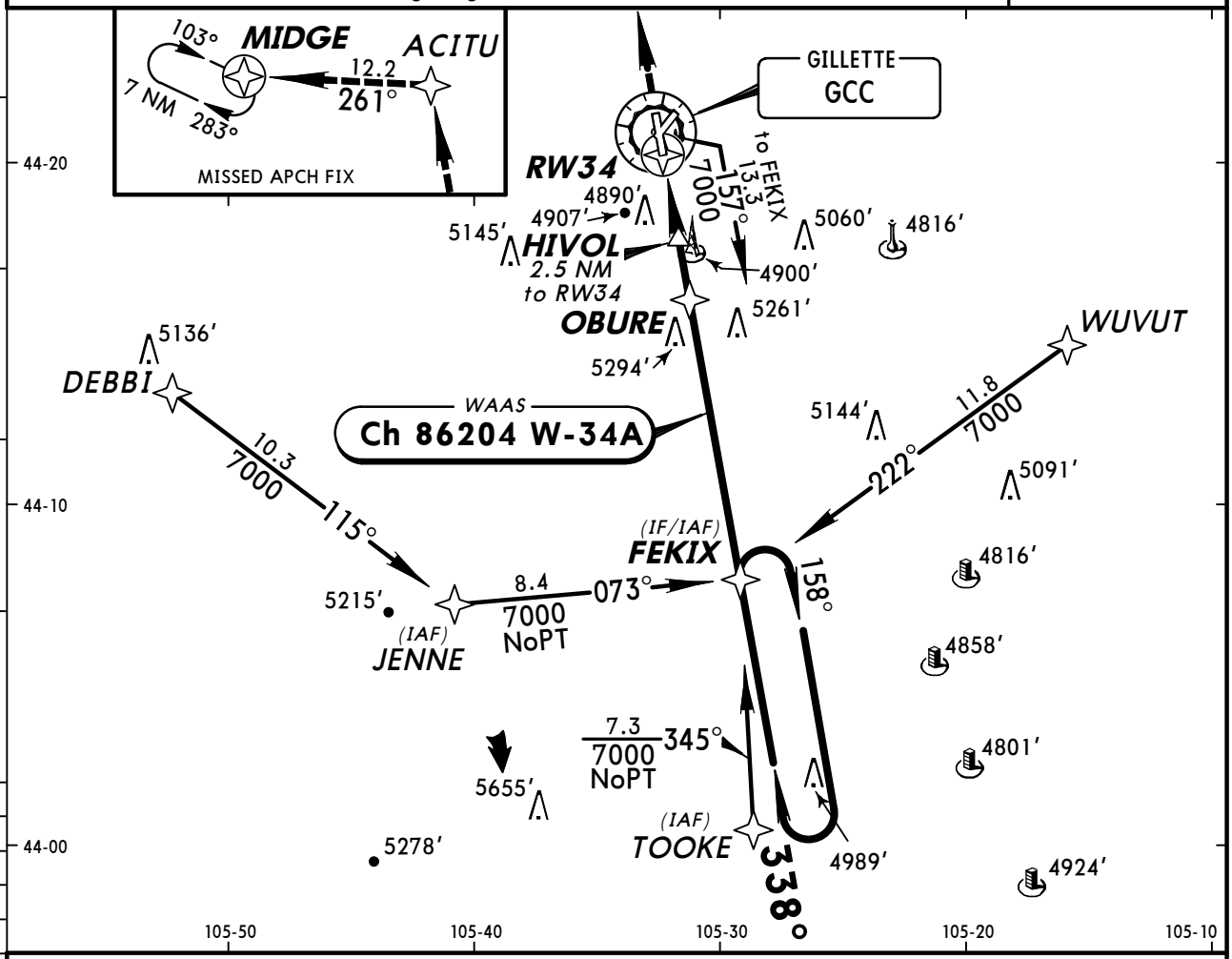
WAAS	Final Apch Crs	Minimum Alt OBURE	LPV DA(H)	Apt Elev 4365′
Ch 86204 W-34A	338°	5800′ (1435′)	4620′ (255′)	TDZE 4365′

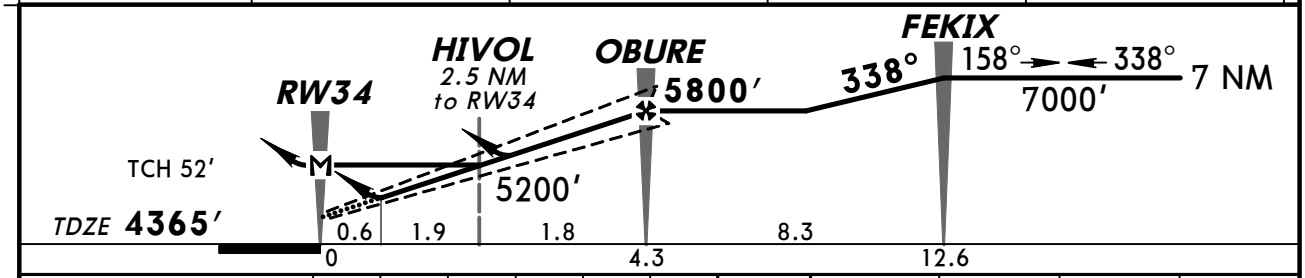
MISSED APCH: Climb to 7000′ direct ACITU and via 261° track to MIDGE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -23°C (-9°F). 4. VGSI and RNAV glidepath not coincident. 5. For LNAV/VNAV, fly visual to airport, 338° - 3.3 NM. 6. Pilot controlled lighting 118.5.

6700′
MSA RW34





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34							

MALSR
PAPI
7000′
ACITU

STRAIGHT-IN LANDING RWY 34

TERPS	LPV DA(H) 4620′ (255′) RAIL or ALS out	LNAV/VNAV DA(H) 5480′ (1115′) RAIL out	LNAV/VNAV DA(H) 5480′ (1115′) ALS out	LNAV MDA(H) 5120′ (755′) RAIL out	LNAV MDA(H) 5120′ (755′) ALS out	Max Kts.	CIRCLE-TO-LAND MDA(H)
A	3/4	2	4	3/4	1	90	5480′ (1115′)-4
B				3/4	1 1/4	120	
C		3		1 3/4	2 1/4	140	
D				2	2 1/2	165	

Not Authorized at Night to Rwy 3 when VGSI inop.

AMENDO

CHANGES: Lighting.

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ASOS	DENVER Center	*GILLETTE Tower	*Ground
124.17	135.6	CTAF 118.5	121.7

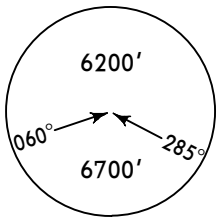
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4365′
GCC 114.6	158°	ETUCI 6200′(1863′)	4920′(583′)	TDZE 4337′

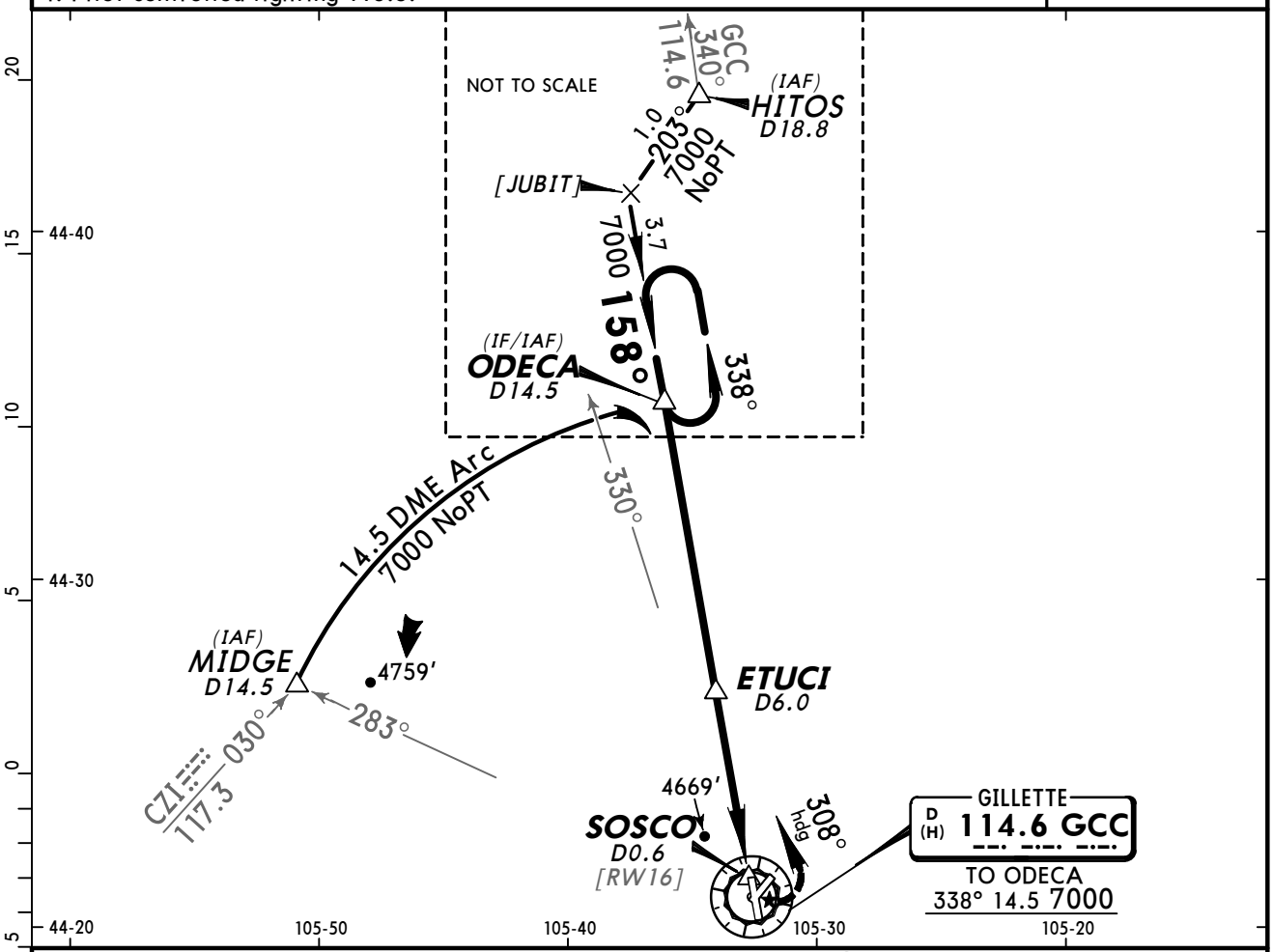
MISSED APCH: Climbing LEFT turn to 7000′ via heading 308° and GCC VOR R-338 to ODECA/D14.5 and hold.

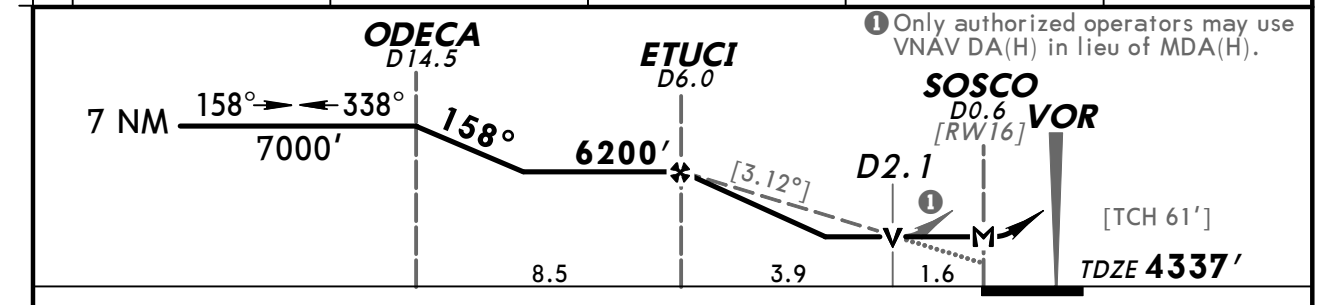
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.5.



MSA GCC VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.12°]	386	497	552	662	773	883
MAP at SOSCO						

REIL	7000′	308°	GCC	ODECA
PAPI-L	LT	hdg	114.6 R-338	

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND Not authorized at Night to Rwy 3, when VGSI inop.	
MDA(H) 4920′(583′)		Max Kts	MDA(H)
A	1	90	5040′(675′)-1
B		120	
C	1½	140	5120′(755′)-2¼
D	1¾	165	5280′(915′)-3

TERPS AMENDO

CHANGES: New procedure.

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BRIEFING STRIP ™

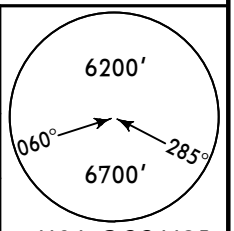
ASOS	DENVER Center	*GILLETTE Tower	*Ground
124.17	135.6	CTAF 118.5	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4365′
GCC 114.6	334°	OKOPE 6600′(2235′)	5200′(835′)	TDZE 4365′

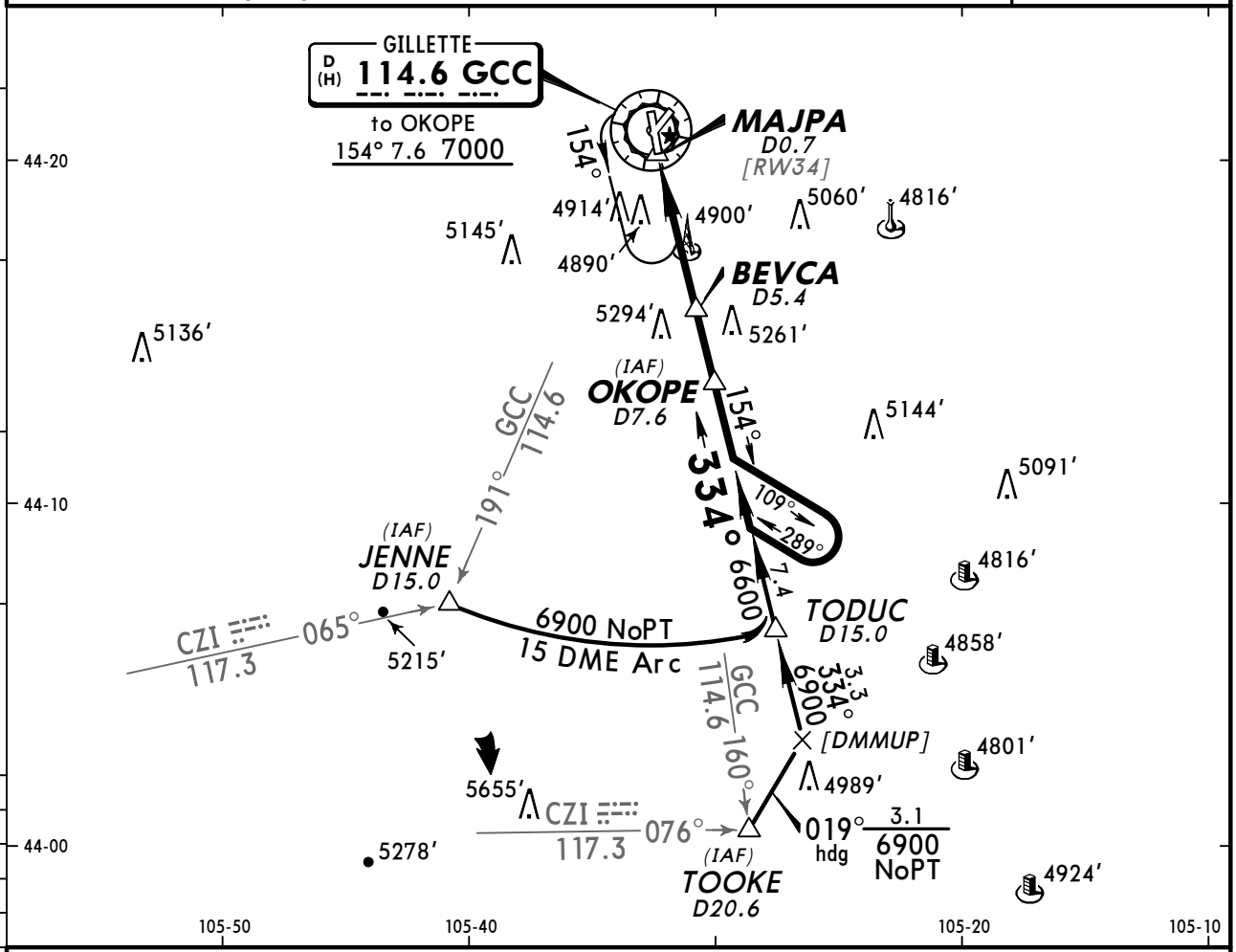
MISSED APCH: Climb to 7000′ inbound via GCC VOR R-154 to GCC VOR and hold, continue climb-in-hold to 7000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

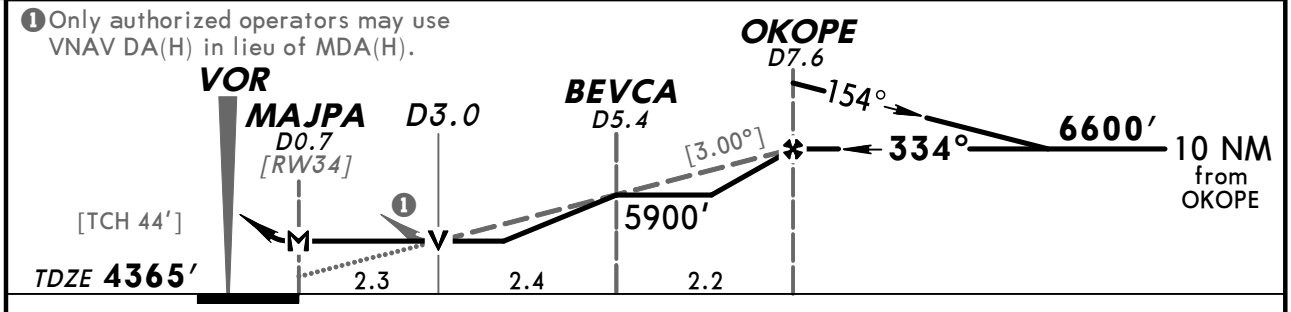
1. If local altimeter setting not received, procedure not authorized.
2. Pilot controlled lighting 118.5.



MSA GCC VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MAJPA						

MALSR
PAPI

7000′ ↑ GCC via 114.6 R-154

GCC 114.6

STRAIGHT-IN LANDING RWY 34 MDA(H) 5200′ (835′)			CIRCLE-TO-LAND Not Authorized at Night to Rwy 3 when VGSI inop	
	RAIL out	ALS out	Max Kts	MDA(H)
A	3/4	1	90	5200′(835′)-1
B	3/4	1 1/4	120	5200′(835′)-1 1/4
C	2	2 1/2	140	5200′(835′)-2 1/2
D	2 1/4	2 3/4	165	5280′(915′)-3

AMEND 1 TERPS

CHANGES: Charted reindexed.

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General Information

Location: Greybull WY USA
IATA Code: GEY
Lat/Long: N44° 31.1' W108° 05.0'
Elevation: 3942 ft

Airport Use: Public
Magnetic Variation: 11.0°E
Sectional Chart: Billings

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1354 Z
Sunset: 0057 Z,

Runway Information

Runway: 07
Length x Width: 3952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3942 ft

Runway: 16
Length x Width: 7002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3913 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 25
Length x Width: 3952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3937 ft

Runway: 34
Length x Width: 7002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3916 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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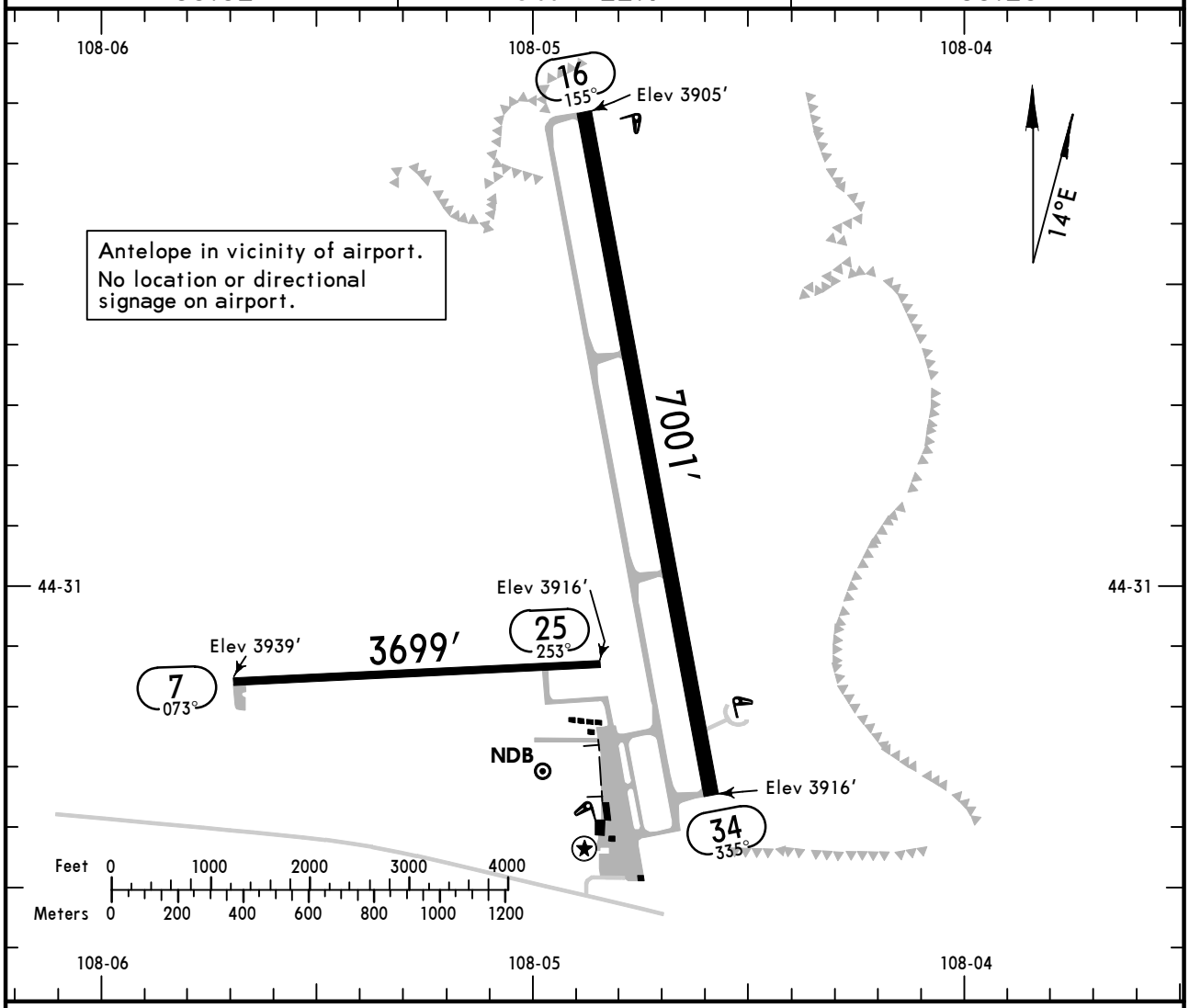
ASOS 135.325
South Big Horn Co Multicom 122.9 CTAF PCL
Salt Lake City Center 133.25 RCO

ASOS	SOUTH BIG HORN CO TRAFFIC	SALT LAKE Center
135.32	CTAF 122.9	133.25



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
7 / 25					75′
16 / 34	❶MIRL ❶REIL ❶PAPI-L				150′

❶ Activate on 122.9.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7, 15, 33		Rwy 25 With Mim climb of 260′/NM to 4200′		Other
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available: RNAV (GPS)-A	RNAV (GPS) Rwy 33	Other
A	800-2	800-2	NA
B			
C	NA		
D		1200-3	

Rwy 25: Bush, 4955′ from departure end of runway, 1268′ right of centerline, 2′ AGL/4101′ MSL.

OBSTACLE DP: All runways, for departures on GEY NDB bearings 320° clockwise 150°, climb in GEY NDB holding pattern to 9000′ before departing on course, then continue climb to MEA or assigned altitude. Departures GEY NDB bearings 150° clockwise 320° climb on course.

AMEND 0A

CHANGES: Airport revised.

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KGEY/GEY
SOUTH BIG HORN CO

JEPPESEN
11 JUN 10 (12-1)

GREYBULL, WYO
RNAV (GPS) Rwy 33

ASOS	SALT LAKE Center	SOUTH BIG HORN CO TRAFFIC
135.32	133.25	CTAF 122.9

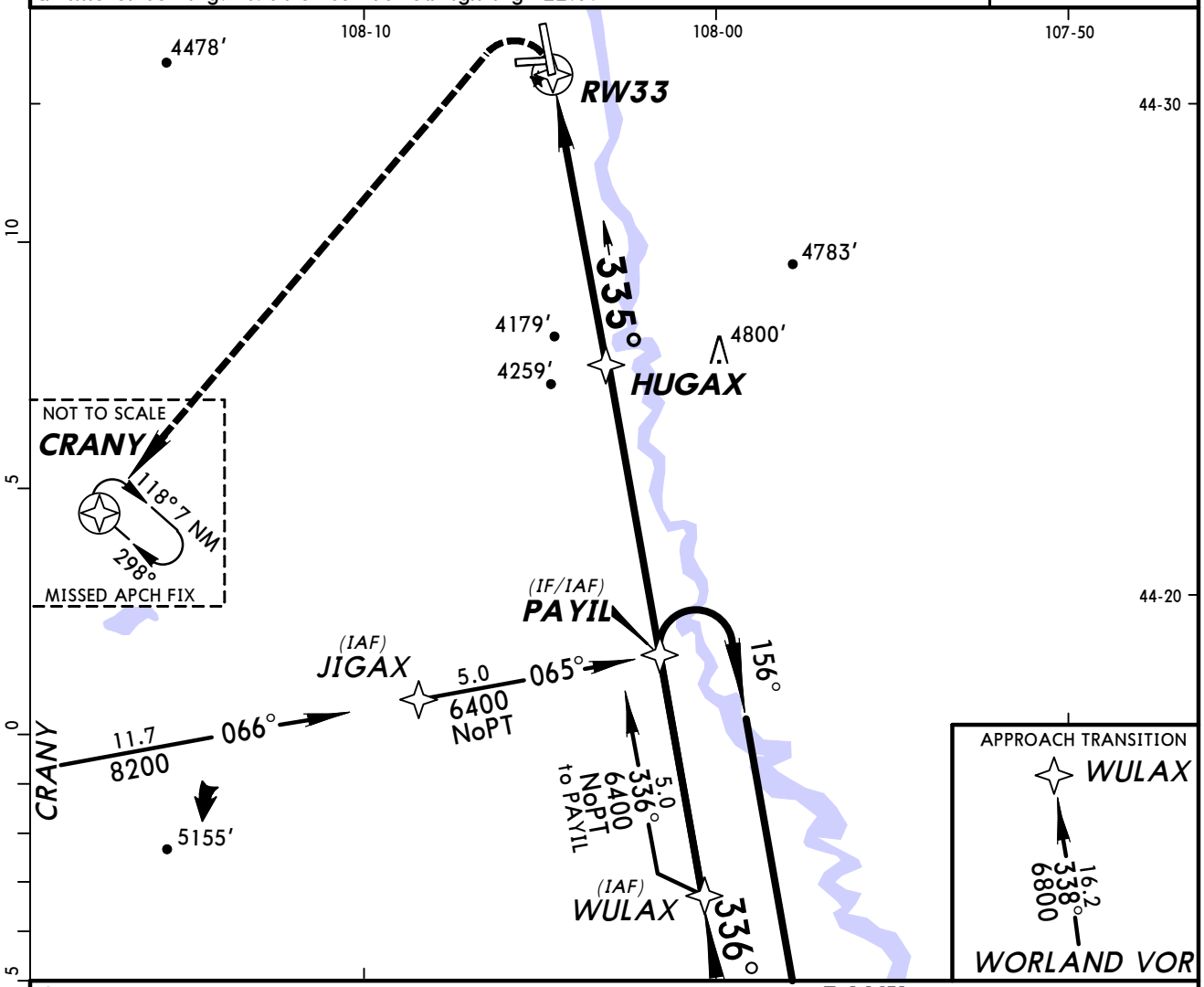
BRIEFING STRIP™

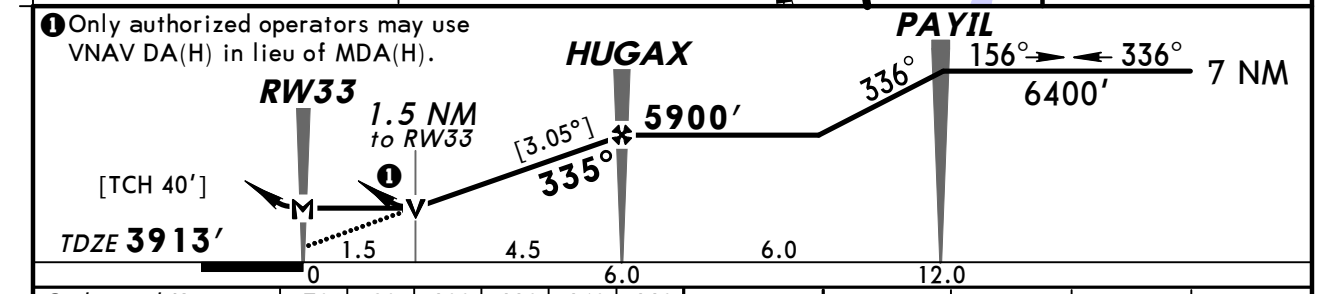
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 3939′
	335°	HUGAX 5900′ (1987′)	4440′ (527′)	TDZE 3913′

MISSED APCH: Climbing LEFT turn to 9000′ direct CRANY and hold, continue climb-in-hold to 9000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Worland Mun altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Worland Mun altimeter setting. 4. Pilot controlled lighting 122.9.

11,600′
MSA RW33





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW33						

AVASI-R 9000′ LT CRANY

	STRAIGHT-IN LANDING RWY 33 LNAV MDA(H) 4440′ (527′) With Local Altimeter Setting	MDA(H) 4560′ (647′) With Worland Mun Altimeter Setting
A	1	1
B		
C	1½	1½
D	1¾	1¾

AMEND 0 TERPS

CIRCLE-TO-LAND Not Authorized to Rwy 7/25 at Night		
Max Kts	With Local Altimeter Setting MDA(H)	With Worland Mun Altimeter Setting MDA(H)
90	4500′ (561′)-1	4620′ (681′)-1
120	4580′ (641′)-1	4700′ (761′)-1
140	4660′ (721′)-2	4780′ (841′)-2
165	5040′ (1101′)-3	5160′ (1221′)-3

CHANGES: CTAF.

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KGEY/GEY
SOUTH BIG HORN CO

JEPPESEN
11 JUN 10 (12-2)

GREYBULL, WYO
CAT A & B **RNAV (GPS)-A**

ASOS	SALT LAKE Center	SOUTH BIG HORN CO TRAFFIC
135.32	133.25	CTAF 122.9

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	073°	LEGKI 6300′ (2361′)	Refer to Minimums	3939′

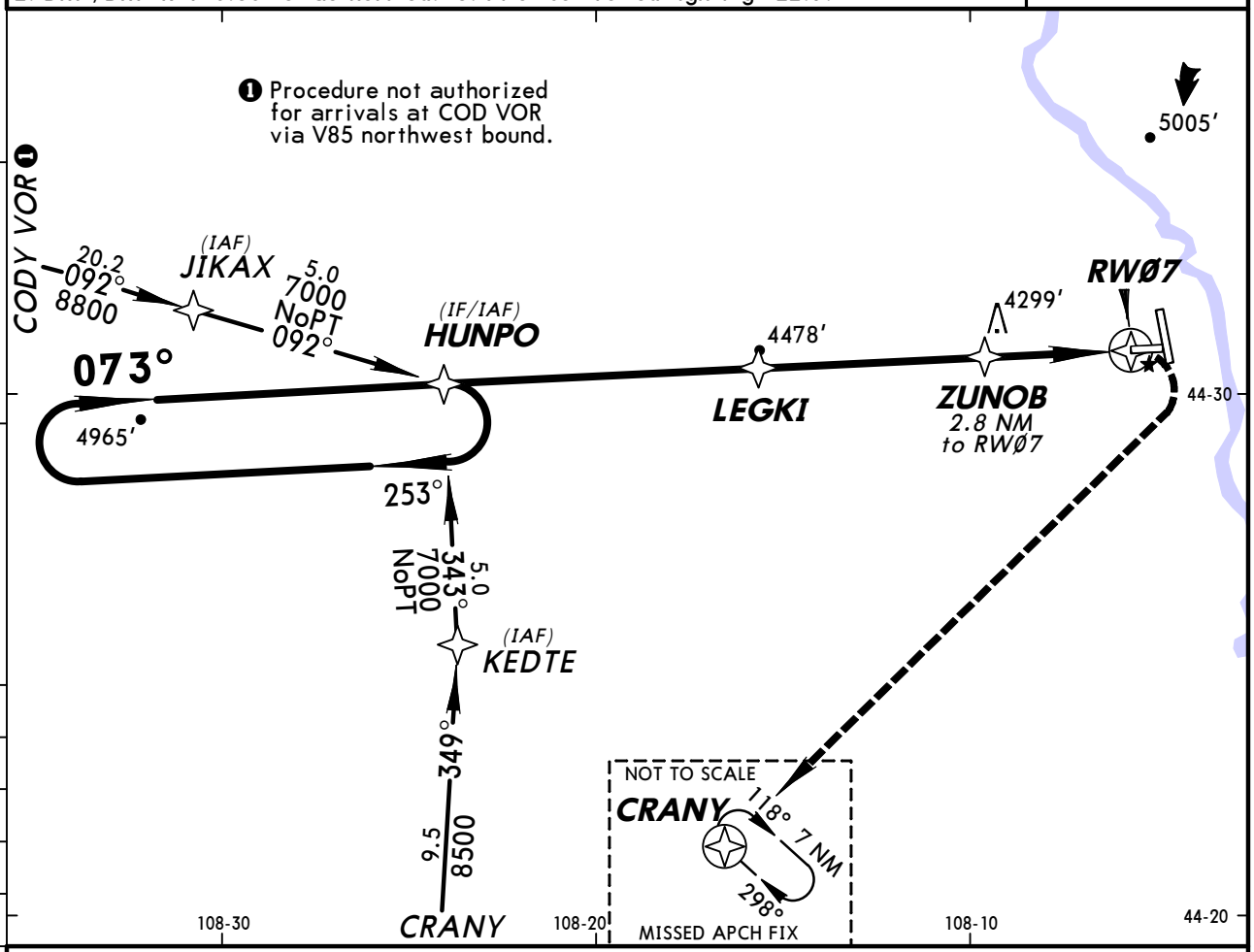
MISSED APCH: Climbing RIGHT turn to 9000′ direct CRANY and hold, continue climb-in-hold to 9000′.

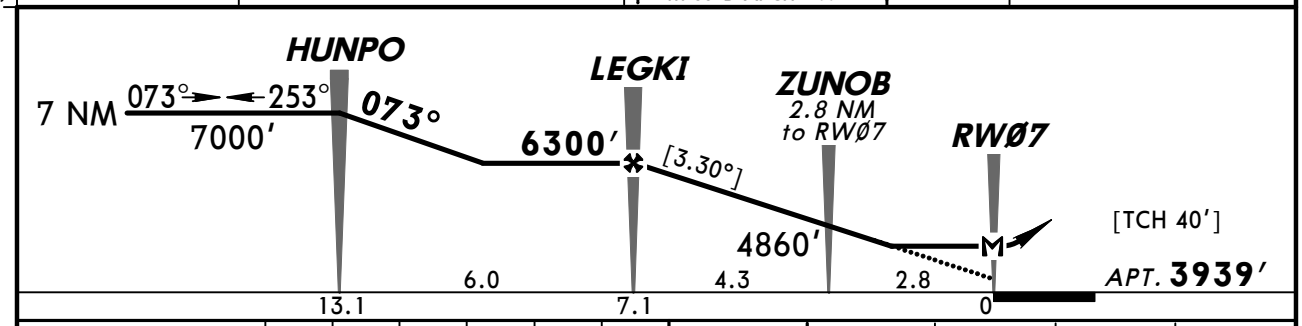
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Worland Mun altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.9.

11,600′
MSA RWØ7

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.30°]	409	526	584	701	817	934
MAP at RWØ7						

Lighting - Refer to Airport Chart

9000′ RT

CRANY

CIRCLE-TO-LAND
Not Authorized to Rwy 7/25 at Night

	Max Kts	With Local Altimeter Setting MDA(H)	With Worland Mun Altimeter Setting MDA(H)
A	90	4560′ (621′)-1	4680′ (741′)-1
B	120	4580′ (641′)-1	4700′ (761′)-1
C		NA	NA
D			

TERPS AMEND 0

CHANGES: CTAF.

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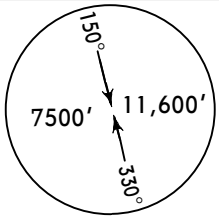
BRIEFING STRIP™

ASOS	SALT LAKE Center	SOUTH BIG HORN CO TRAFFIC
135.32	133.25	CTAF 122.9

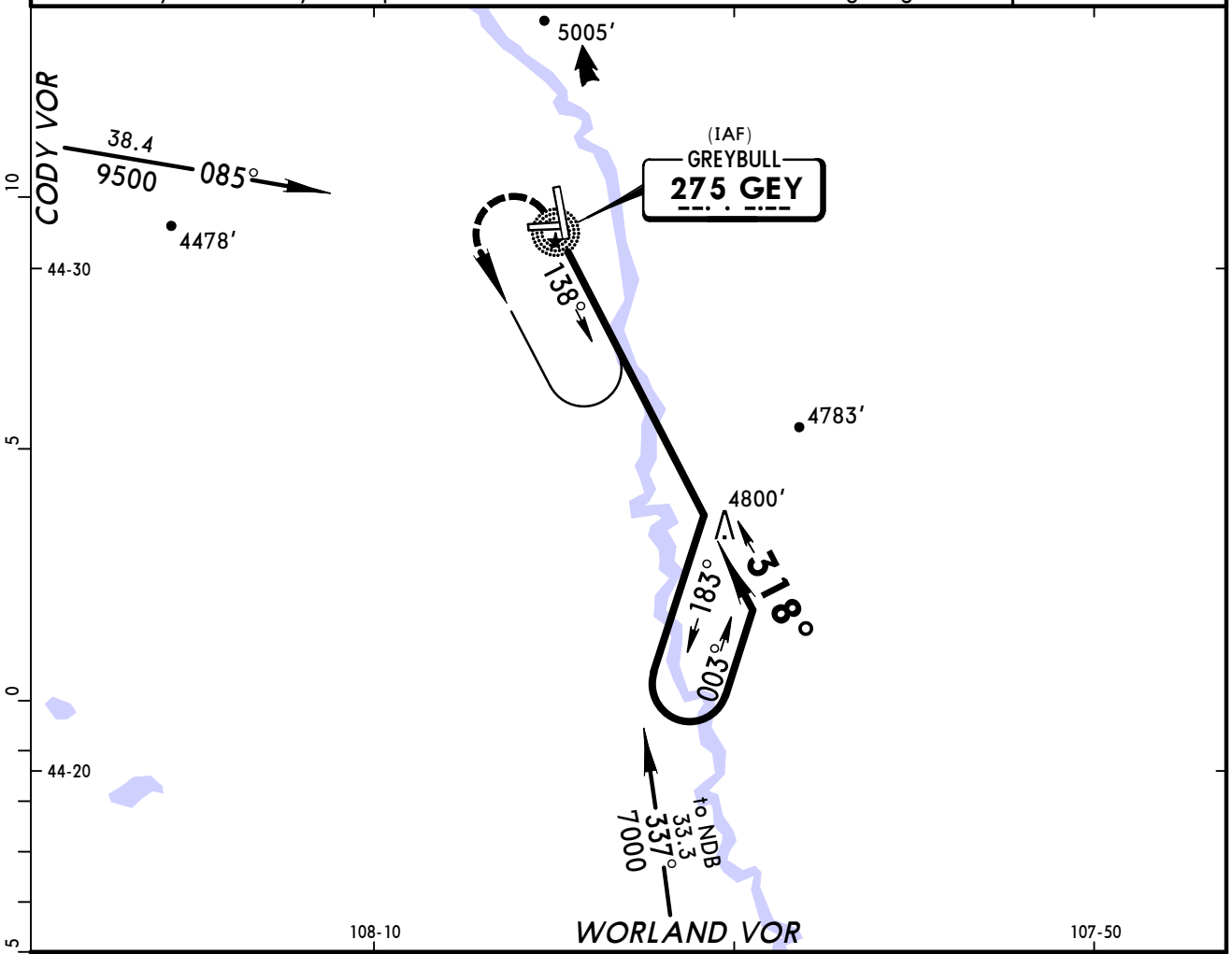
NDB	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 3939′
GEY 275	318°		5200′ (1287′)	TDZE 3913′

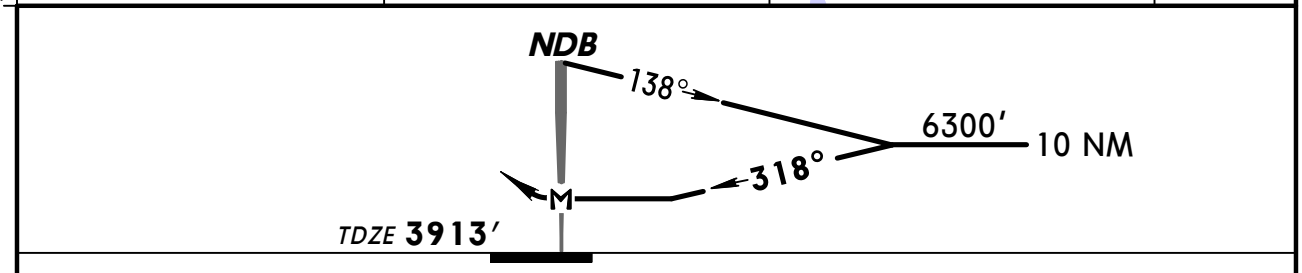
MISSED APCH: Climbing LEFT turn to 6500′ in GEY NDB holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Worland Mun altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.9.



MSA GEY NDB





								AVASI-R	6500′ LT in GEY 275 HOLDING PATTERN
MAP at NDB									

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND		
	MDA(H) 5200′ (1287′) With Local Altimeter Setting	MDA(H) 5320′ (1407′) With Worland Mun Altimeter Setting	Max Kts.	With Local Altimeter Setting MDA(H)	With Worland Mun Altimeter Setting MDA(H)
A	1¼	1¼	90	5200′ (1261′)-1¼	5320′ (1381′)-1¼
B	1½	1½	120	5200′ (1261′)-1½	5320′ (1381′)-1½
C	3	3	140	5200′ (1261′)-3	5320′ (1381′)-3
D			165		

AMEND 2
TERPS

CHANGES: CTAF.

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General Information

Location: Pinedale WY USA
IATA Code:
Lat/Long: N42° 47.8' W109° 48.7'
Elevation: 7102 ft

Airport Use: Public
Magnetic Variation: 11.5°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1359 Z
Sunset: 0106 Z,

Runway Information

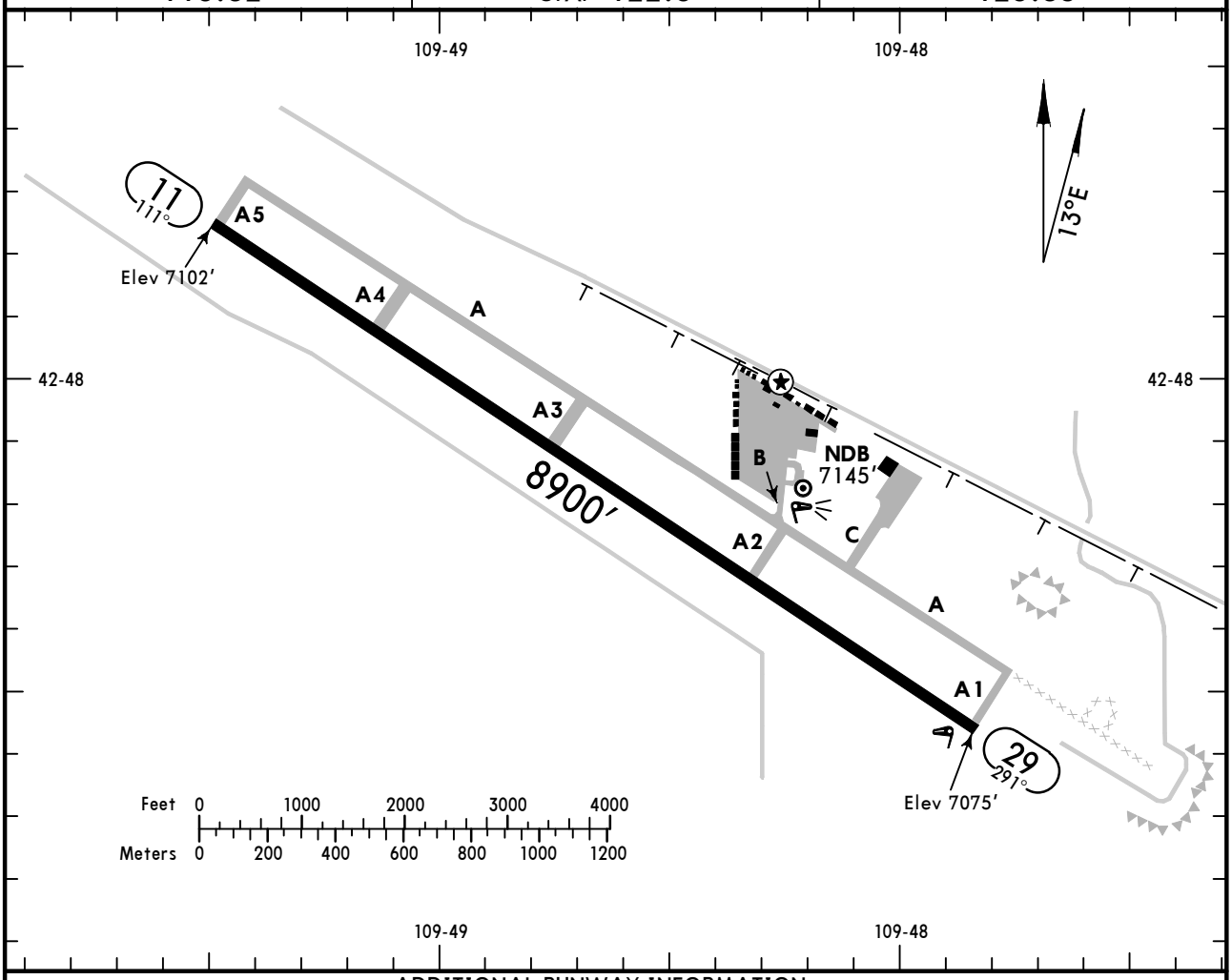
Runway: 11
Length x Width: 8900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7102 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 8900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7081 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 118.325
Wenz Unicom 122.8 CTAF PCL
Salt Lake City Center 128.35 Remote Communications Air-Ground

AWOS-3	WENZ UNICOM	SALT LAKE Center
118.32	CTAF 122.8	128.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29	❶ MIRL ❶ REIL ❶ PAPI-L (Angle 3.0°)				100′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 11		Rwy 29		
	Adequate Vis Ref	STD	With Mim climb of 310′/NM to 8300′. Adequate Vis Ref	STD	For Climb in Visual Conditions.
1 & 2 Eng	1/4	1	1/4	1	4900-3
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	NDB-A	RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29
A	800-2	800-2
B		
C	800-2¼	
D	800-2½	800-2½

OBSTACLE DP: Rwy 11, climbing right turn to 10000′ via heading 190° and BPI VOR R-040 to BPI VOR before proceeding on course.
Rwy 29, climbing left turn to 10000′ via heading 230° and BPI VOR R-020 to BPI VOR before proceeding on course, or for climb in visual conditions: Cross Wenz at or above 11800′ before proceeding on course.

AMEND 2

CHANGES: Alternate minimums.

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BRIEFING STRIP ™

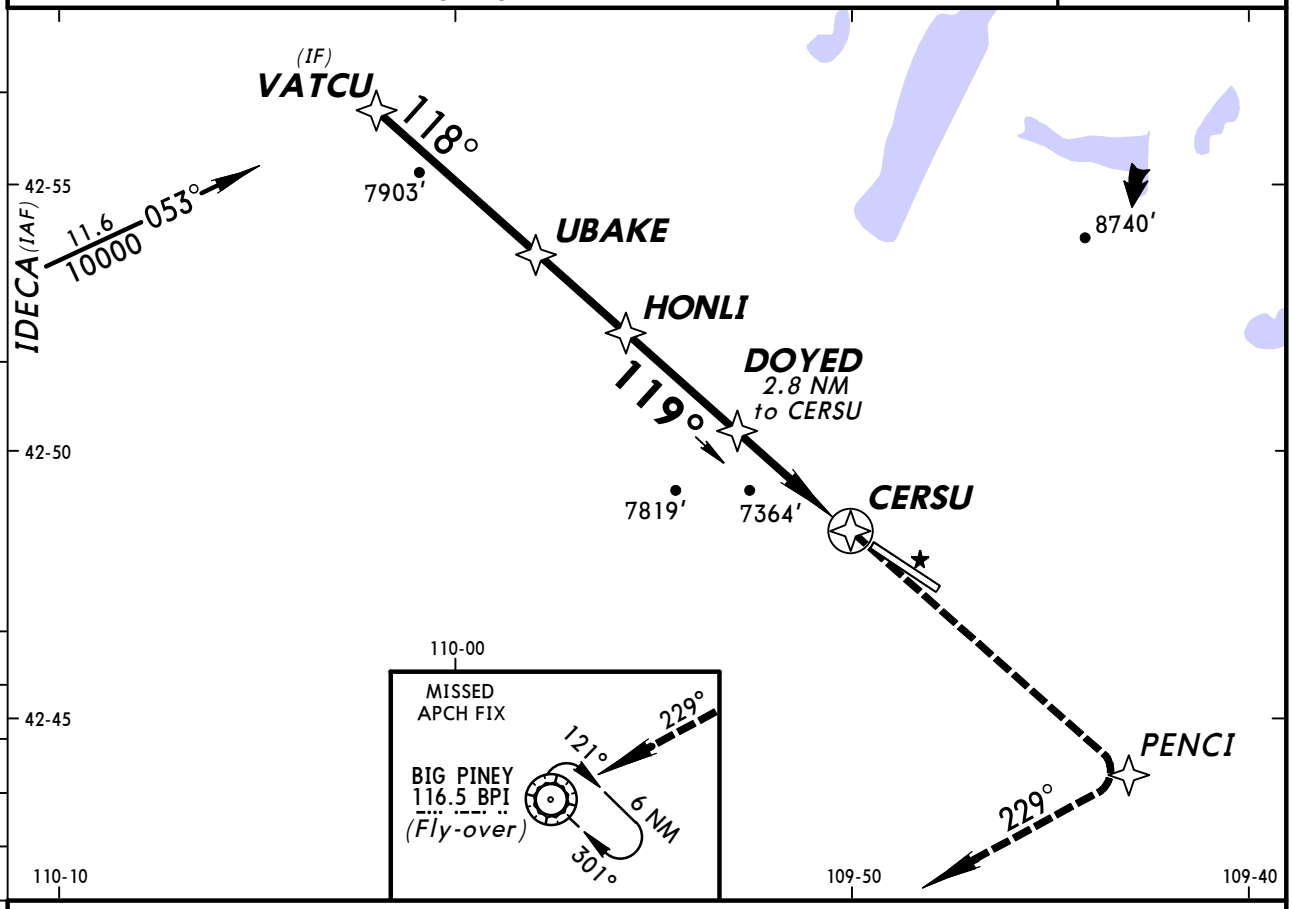
AWOS-3	SALT LAKE Center	WENZ UNICOM
118.32	128.35	CTAF 122.8

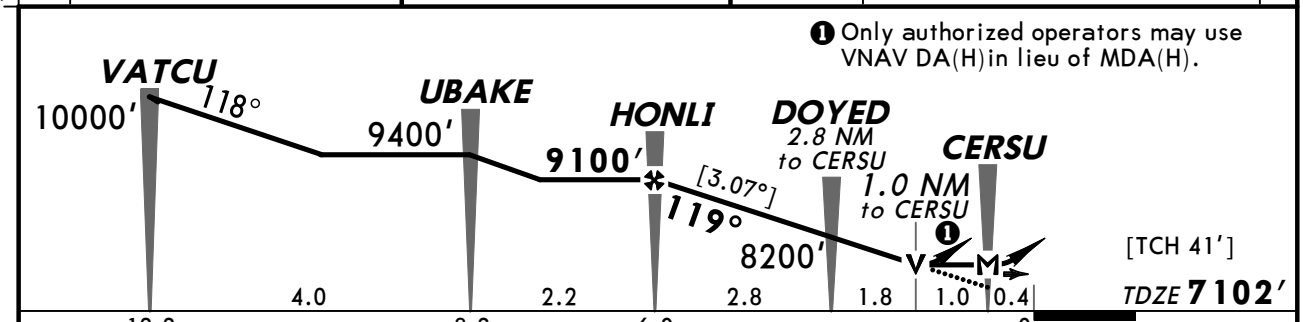
RNAV	Final Apch Crs	Minimum Alt HONLI	LNAV MDA(H) (CONDITIONAL)	Apt Elev 7102′
	119°	9100′ (1998′)	7620′ (518′)	TDZE 7102′

MISSED APCH: Climb to 10000′ direct PENCI and RIGHT turn via 229° track to BPI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Miley Meml altimeter setting.
2. VDP not authorized when using Miley Meml altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 122.8.

15,100′
MSA CERSU





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at RW11						

REIL
PAPI-L

10000′

PENCI

STRAIGHT-IN LANDING RWY 11 LNAV			CIRCLE-TO-LAND			
	MDA(H) 7620′ (518′) With Local Altimeter Setting	MDA(H) 7680′ (578′) With Miley Meml Altimeter Setting	Max Kts	DAY With Local Altimeter Setting MDA(H)	DAY With Miley Meml Altimeter Setting MDA(H)	NIGHT
A	1	1	90	7760′ (658′)-1	7820′ (718′)-1	NA
B			120	7820′ (718′)-1	7880′ (778′)-1¼	
C	1½	1½	140	7840′ (738′)-2	7900′ (798′)-2¼	
D	1¾	1¾	165	7860′ (758′)-2½	7920′ (818′)-2¾	

TERPS AMEND 1 17 DEC 2009

CHANGES: Procedure.

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PINEDALE, WYO
RNAV (GPS) Rwy 29

AWOS-3	SALT LAKE Center	WENZ UNICOM
118.32	128.35	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt PINIY	LNAV MDA(H) (CONDITIONAL)	Apt Elev 7102′
	291°	8700′ (1619′)	7600′ (519′)	TDZE 7081′

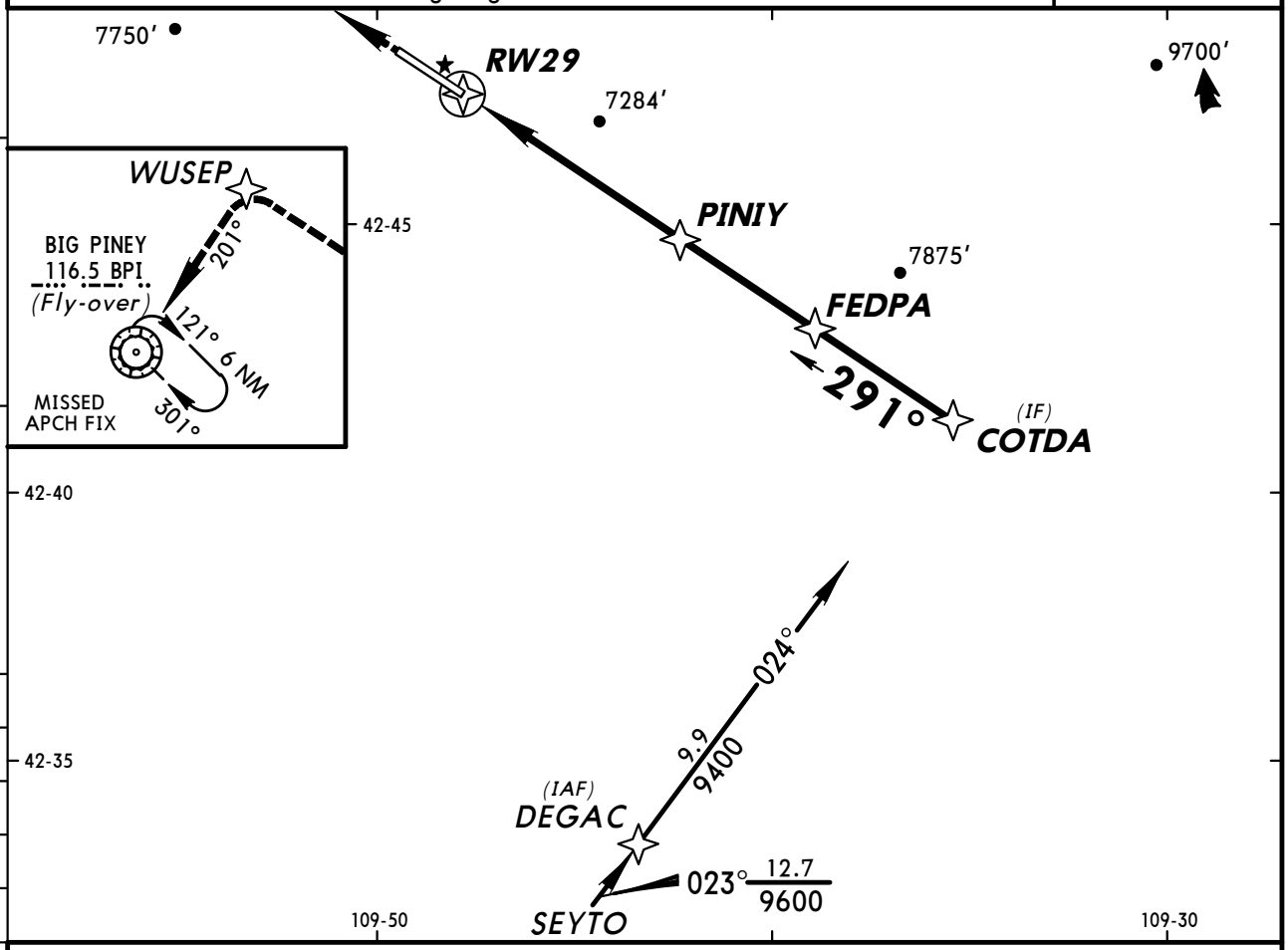
MISSED APCH: Climb to 10000′ direct WUSEP and via 201° track to BPI VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

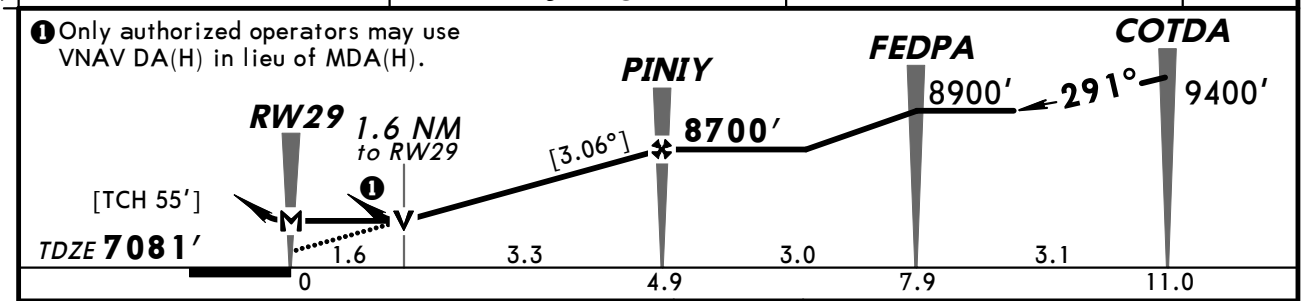
1. Use local altimeter setting; if not received, use Miley Meml altimeter setting.
2. Procedure not authorized at night. 3. VDP not authorized when using Miley Meml altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 122.8.

15,100′
MSA RW29

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RW29						

REIL
PAPI-L
10000′
WUSEP

STRAIGHT-IN LANDING RWY 29 LNAV	DAY MDA(H) 7600′ (519′) With Local Altimeter Setting	DAY MDA(H) 7660′ (579′) With Miley Meml Altimeter Setting	NIGHT
A	1	1	NA
B			
C	1½	1½	
D	1¾	1¾	

CIRCLE-TO-LAND	DAY With Local Altimeter Setting MDA(H)	DAY With Miley Meml Altimeter Setting MDA(H)	NIGHT
Max Kts 90	7760′ (658′)-1	7820′ (718′)-1	NA
120	7820′ (718′)-1	7880′ (778′)-1¼	
140	7840′ (738′)-2	7900′ (798′)-2¼	
165	7860′ (758′)-2½	7920′ (818′)-2¾	

TERPS AMEND 1 17 DEC 2009

CHANGES: Procedure.

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AWOS-3	SALT LAKE Center	WENZ UNICOM
118.32	128.35	CTAF 122.8

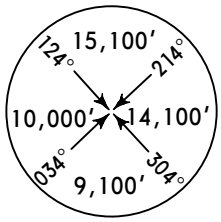
BRIEFING STRIP™

NDB PNA 392	Final Apch Crs 309°	No FAF	MDA(H) Refer to Minimums	Apt Elev 7102′

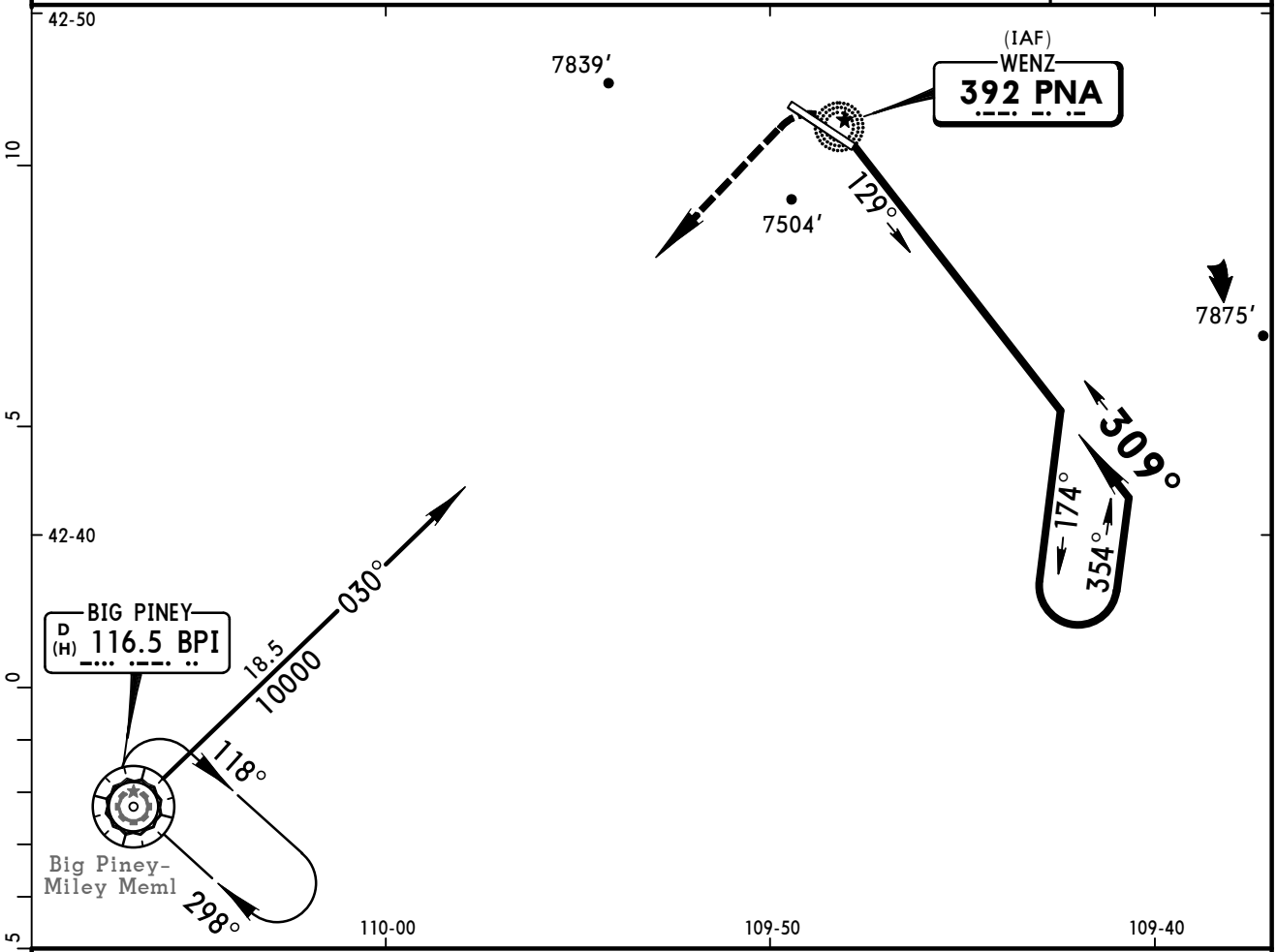
MISSED APCH: Climbing LEFT turn to 10000′ direct BPI VOR and hold.

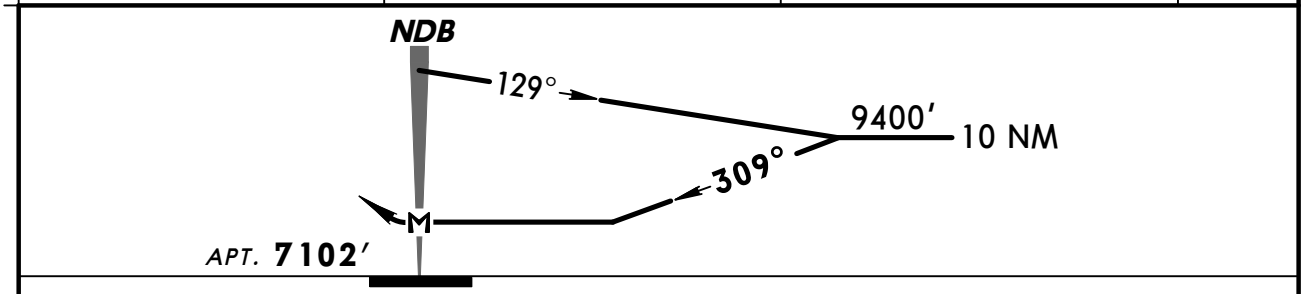
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Miley Meml altimeter setting.
2. Procedure not authorized at night. 3. Pilot controlled lighting 122.8.



MSA PNA NDB





								REIL PAPI-L	10000′ LT	D	BPI 116.5

MAP at NDB

CIRCLE-TO-LAND

	Max Kts.	DAY With Local Altimeter Setting MDA(H)	DAY With Miley Meml Altimeter Setting MDA(H)	NIGHT
A	90	7900′(798′)-1	7960′(858′)-1	NA
B	120	7900′(798′)-1¼	7960′(858′)-1¼	
C	140	7900′(798′)-2¼	7960′(858′)-2½	
D	165	7900′(798′)-2½	7960′(858′)-2¾	

TERPS AMEND 0 22 OCT 2009

CHANGES: New procedure.

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General Information

Location: Laramie WY USA
IATA Code: LAR
Lat/Long: N41° 18.7' W105° 40.5'
Elevation: 7284 ft

Airport Use: Public
Magnetic Variation: 9.3°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1341 Z
Sunset: 0050 Z,

Runway Information

Runway: 03
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7284 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 6300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7275 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7277 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 6300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7278 ft
Lighting: Edge, ALS, Pilot controlled

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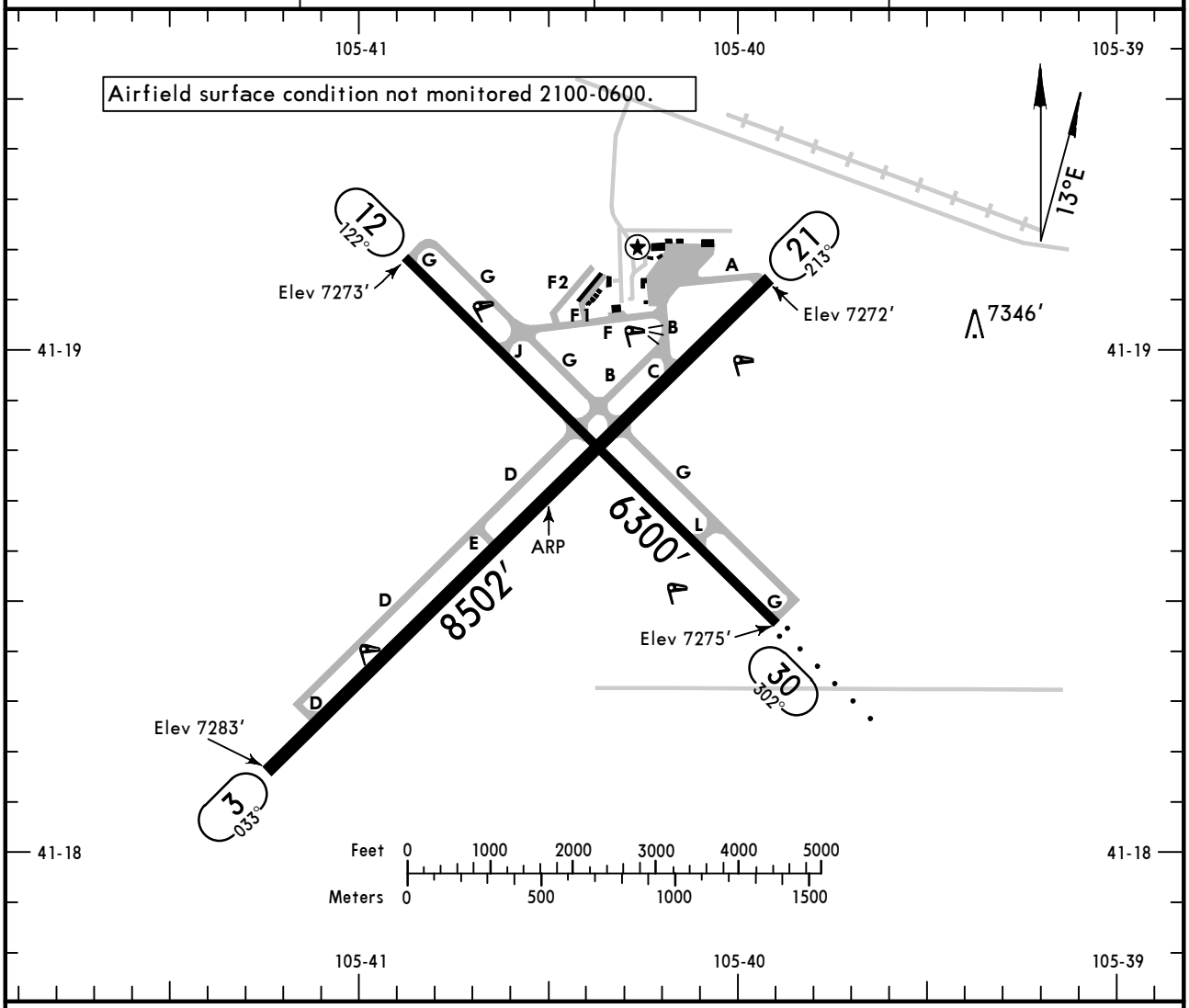
Communication Information

ASOS 135.475
Laramie Regl Unicom 123.05 CTAF PCL
Casper Flight Service Station 122.6 RCO
Denver Center 125.9 Remote Communications Air-Ground

ASOS	CASPER Radio	LARAMIE REGL UNICOM	DENVER Center
135.47	122.6	CTAF 123.05	125.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 / 21	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°) / ❶ MIRL ❶ REIL ❶ VASI-L — porous friction course overlay				150′
12 / 30	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°) / ❶ MIRL ❶ ODALS ❶ VASI-L — porous friction course overlay				100′

❶ Activate on 123.05.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR DME Rwy 12 VOR DME Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	Authorized only when Local Weather Available RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21
A B C D	800-2	800-2

OBSTACLE DP: Rwys 12 & 21, turn right. Rwy 3, turn left. All aircraft climb direct LAR VOR; continue climb in holding pattern; (west, left turns, 107° inbound) to cross LAR VOR at or above; Westbound V-4, 10600′. All others cross LAR VOR at or above MEA for direction of flight.

AMEND 1

CHANGES: Note added, alternate minimums.

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KLAR/LAR
LARAMIE REGL

JEPPESEN

19 AUG 11 (12-1) Eff 25 Aug

LARAMIE, WYO
RNAV (GPS) Rwy 3

BRIEFING STRIP ™

ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

WAAS	Final Apch Crs	Minimum Alt JOPUG	LPV DA(H)	Apt Elev 7284′
Ch 86325 W-03A	033°	8800′ (1517′)	7533′ (250′)	Rwy 3 7283′

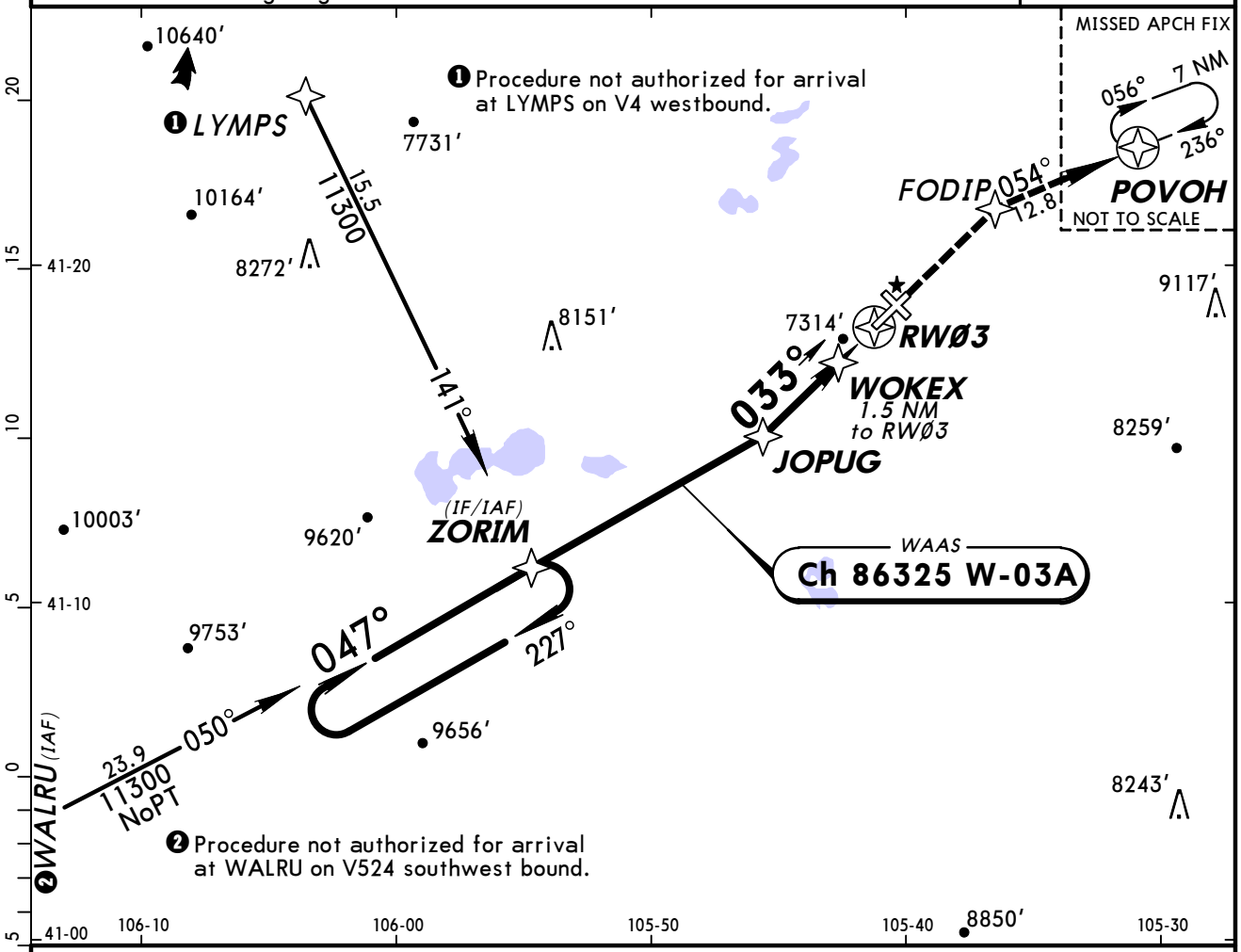
MISSED APCH: Climb to 11000′ direct FODIP and on track 054° to POVOH and hold, continue climb-in-hold to 11000′.

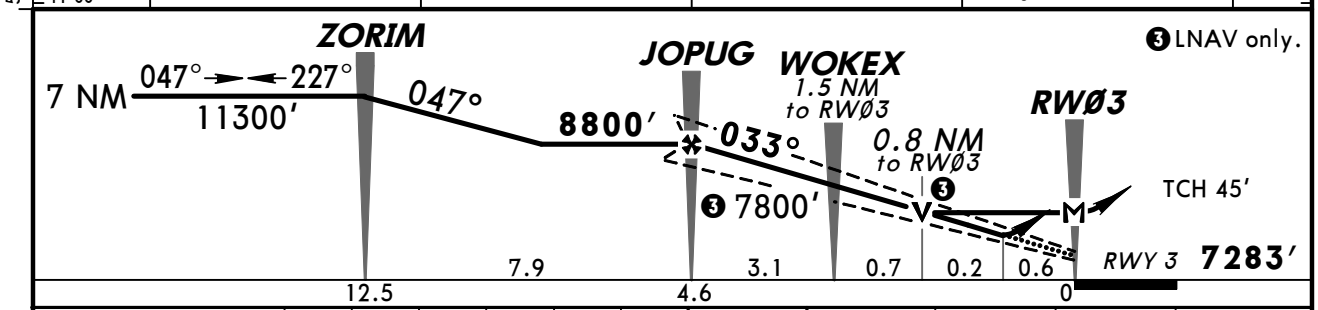
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 123.05.

13,300′

MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

REIL
PAPI-L

11000′

FODIP

TERPS AMEND 0 25 AUG 2011

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 7533′ (250′)	LNAV/VNAV DA(H) 7533′ (250′)	LNAV MDA(H) 7580′ (297′)
A	¾	¾	1
B			
C			⅞
D			

CIRCLE-TO-LAND

Circling to Rwy 30 Not Authorized at Night

Max Kts	MDA(H)
90	7660′ (376′)-1
120	7740′ (456′)-1
140	7740′ (456′)-1½
165	7840′ (556′)-2

CHANGES: New procedure.

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BRIEFING STRIP™

ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

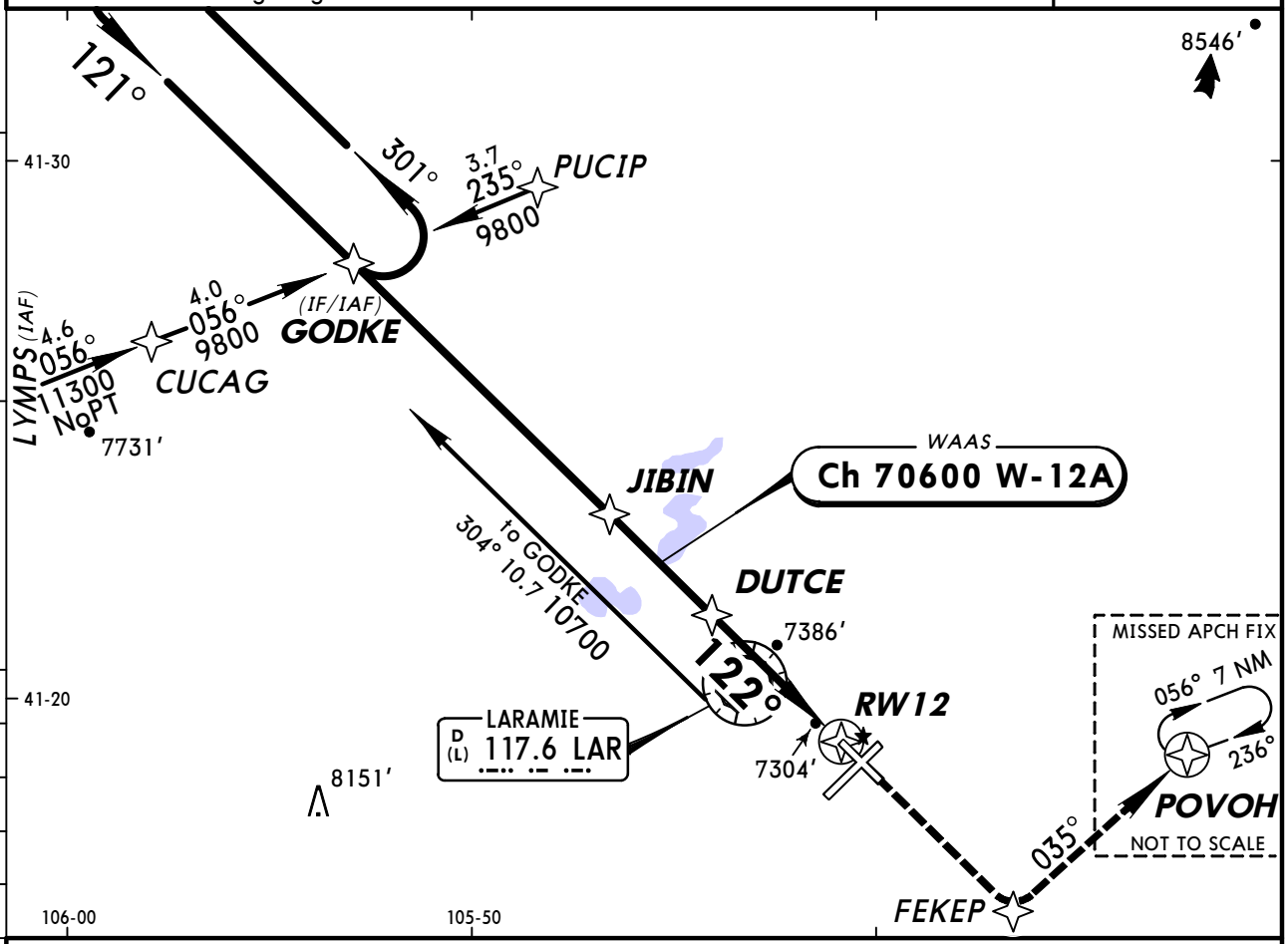
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7284′
Ch 70600 W-12A	122°	DUTCE 8400′ (1125′)	7525′ (250′)	TDZE 7275′

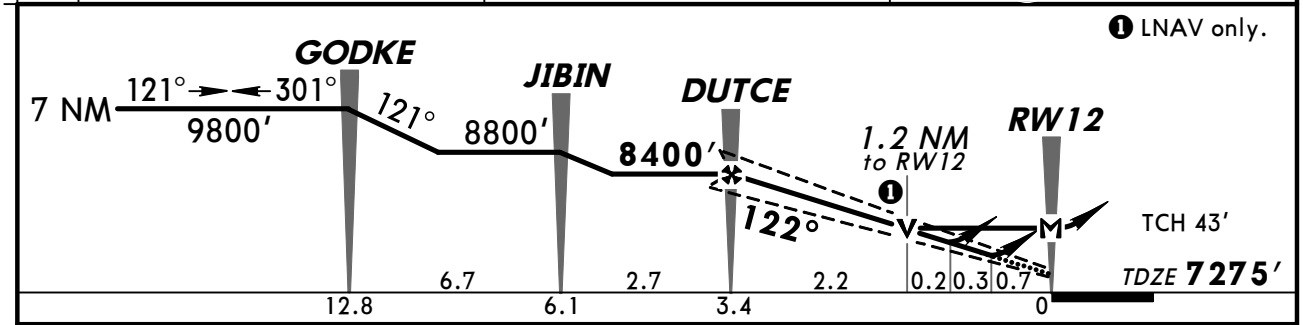
MISSED APCH: Climb to 10700′ direct FEKEP and via 035° track to POVOH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -29°C (-20°F) or above 34°C (93°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.05.

13,300′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
PAPI-L

10700′

FEKEP

STRAIGHT-IN LANDING RWY 12

	LPV DA(H) 7525′ (250′)	LNAV/VNAV DA(H) 7622′ (347′)	LNAV MDA(H) 7700′ (425′)
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7700′ (416′)-1¼
120	7740′ (456′)-1¼
140	7740′ (456′)-1½
165	7840′ (556′)-2

TERPS AMEND 0

CHANGES: Reindexed.

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KLAR/LAR
LARAMIE REGL

JEPPESEN

19 AUG 11 (12-3) Eff 25 Aug

LARAMIE, WYO
RNAV (GPS) Rwy 21

BRIEFING STRIP ™

ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

WAAS	Final Apch Crs	Minimum Alt ZEDOP	LPV DA(H)	Apt Elev 7284′
Ch 72825 W-21A	213°	9700′ (2428′)	7522′ (250′)	Rwy 21 7272′

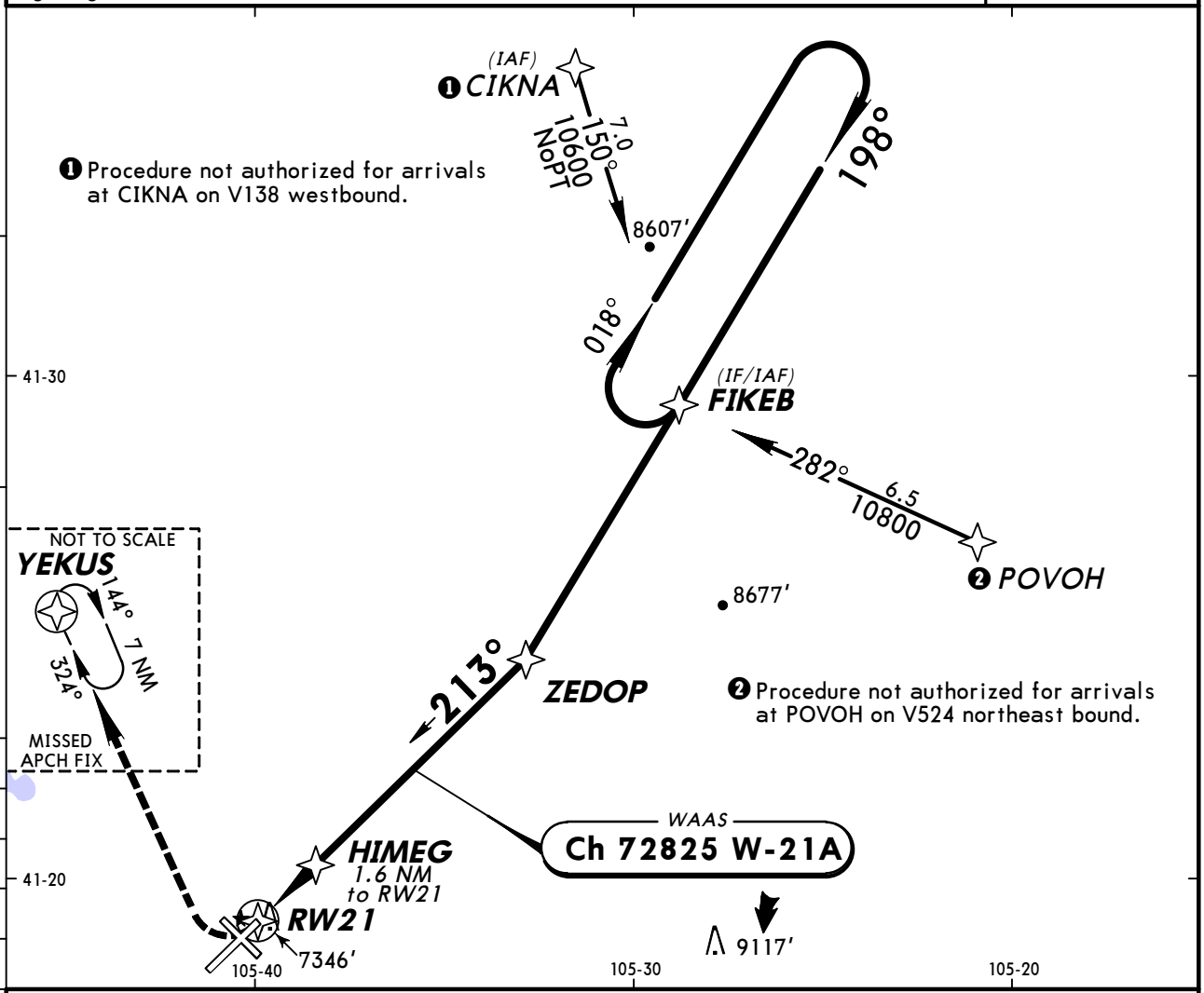
MISSED APCH: Climbing RIGHT turn to 9400′ direct YEKUS and hold.

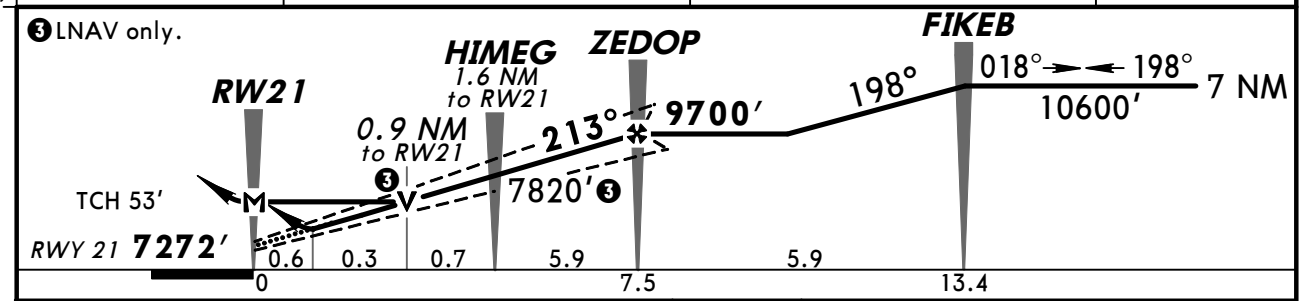
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 123.05.

13,000′

MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

REIL
VASI-L

9400′ RT

D

YEKUS

STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 7522′ (250′)	LNAV/VNAV DA(H) 7522′ (250′)	LNAV MDA(H) 7600′ (328′)
A	¾	¾	1
B			
C			
D			

CIRCLE-TO-LAND

Circling to Rwy 30 Not Authorized at Night

Max Kts	MDA(H)
90	7660′ (376′)-1
120	7740′ (456′)-1
140	7740′ (456′)-1½
165	7840′ (556′)-2

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KLAR/LAR
LARAMIE REGL

JEPPESEN

19 AUG 11 (12-4) Eff 25 Aug

LARAMIE, WYO
RNAV (GPS) Rwy 30

BRIEFING STRIP™

ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

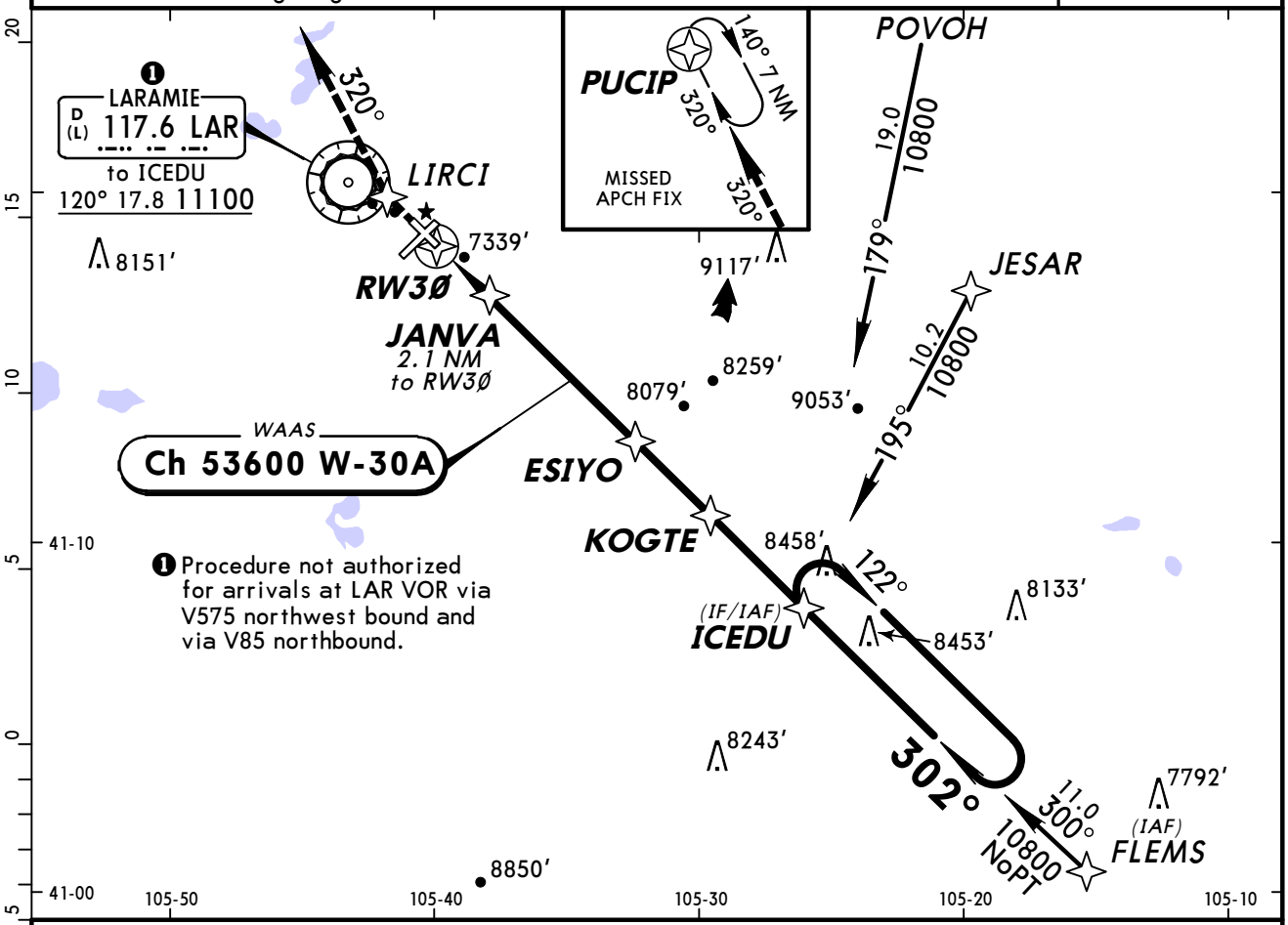
WAAS	Final Apch Crs	Minimum Alt ESIYO	LPV DA(H)	Apt Elev 7284′
Ch 53600 W-30A	302°	9900′ (2622′)	7528′ (250′)	TDZE 7278′

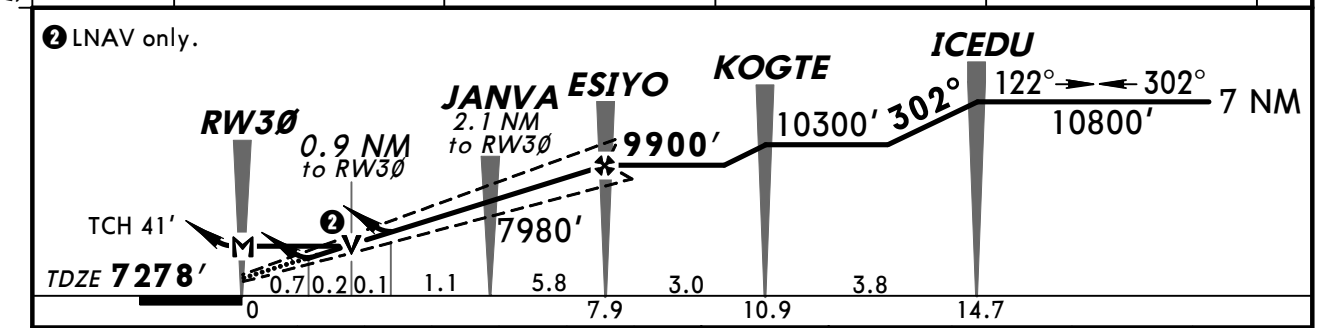
MISSED APCH: Climb to 9400′ direct LIRCI and via 320° track to PUCIP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -29°C (-20°F) or above 35°C (95°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.05.

13,000′
MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

ODALS VASI 9400′ LIRCI

STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 7528′ (250′) ODALS out	LNAV/VNAV DA(H) 7629′ (351′) ODALS out	LNAV MDA(H) 7600′ (322′) ODALS out
A	1	1¼	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7660′ (376′)-1¼
120	7740′ (456′)-1¼
140	7740′ (456′)-1½
165	7840′ (556′)-2

TERPS AMEND 0

CHANGES: Reindexed.

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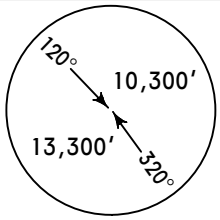
BRIEFING STRIP ™

ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

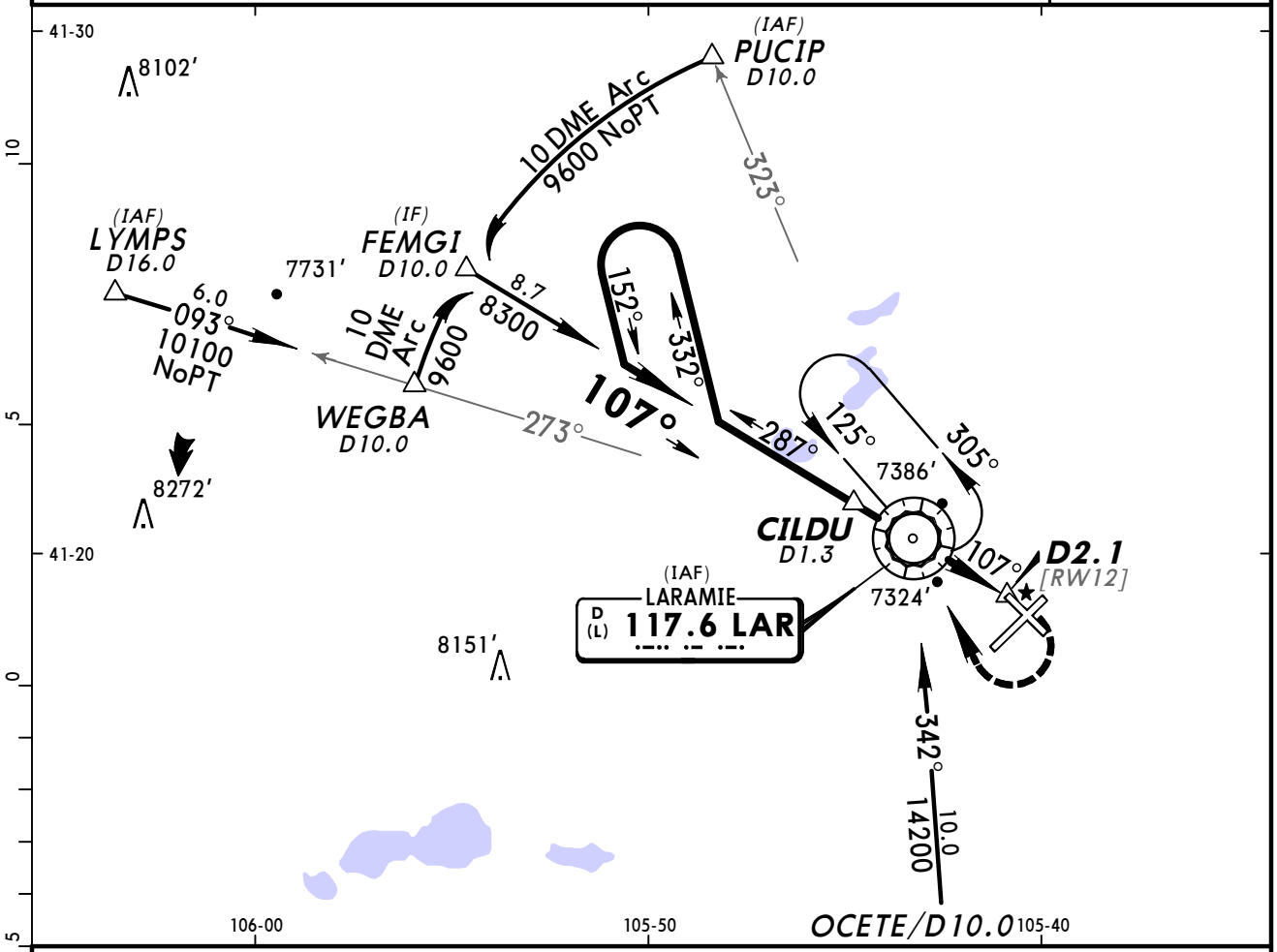
VOR LAR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 7284′
117.6	107°	8100′ (825′)	7580′ (305′)	TDZE 7275′

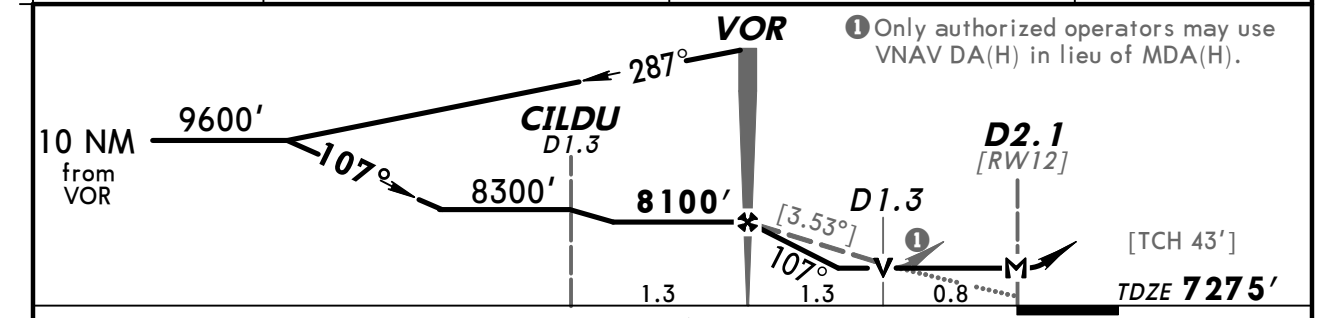
MISSED APCH: Climb to 7700′ then climbing RIGHT turn to 9600′ direct LAR VOR and hold, continue climb-in-hold to 9600′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 123.05.



MSA LAR VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.53°]	437	562	625	750	875	1000
MAP at D2.1						

REIL
PAPI-L

7700′ ↑ | 9600′ ↱ RT | D | LAR 117.6

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 7580′ (305′)		Max Kts	MDA(H)
A	1	90	7660′ (376′)-1
B		120	7740′ (456′)-1
C		140	7740′ (456′)-1½
D		165	7840′ (556′)-2

TERPS AMEND 6A 20 OCT 2011

CHANGES: Missed approach.

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BRIEFING STRIP ™

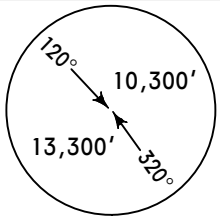
ASOS	DENVER Center	CASPER Radio	LARAMIE REGL UNICOM
135.47	125.9	122.6	CTAF 123.05

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7284′
LAR 117.6	292°	HEMBI 9900′ (2622′)	7600′ (322′)	TDZE 7278′

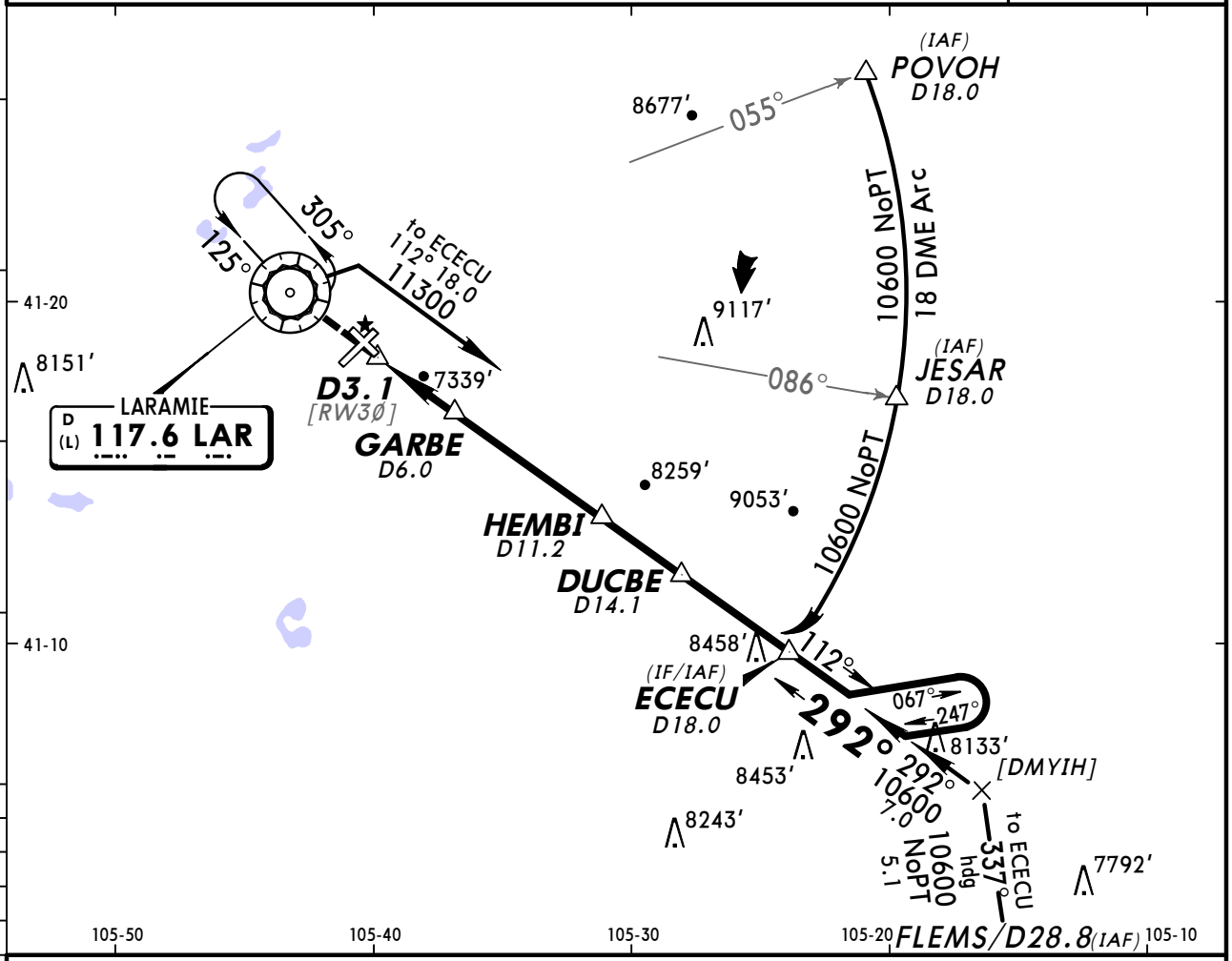
MISSED APCH: Climb to 9600′ direct LAR VOR and hold, continue climb-in-hold to 9600′.

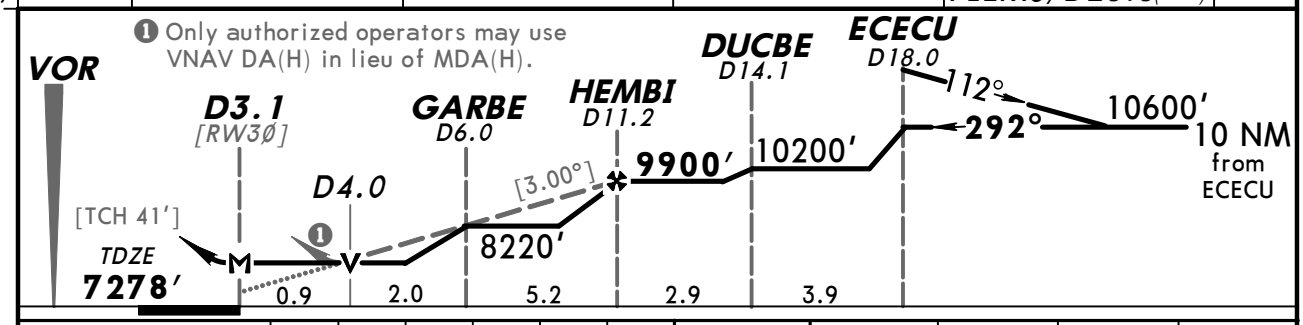
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.05.



MSA LAR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D3.1						

ODALS
VASI

9600′

D

LAR 117.6

STRAIGHT-IN LANDING RWY 30

MDA(H) 7600′ (322′)

		ODALS out
A	3/4	1
B		
C		
D	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7660′ (376′)-1
120	7740′ (456′)-1
140	7740′ (456′)-1½
165	7840′ (556′)-2

TERPS AMEND 7A 20 OCT 2011

CHANGES: Missed approach.

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General Information

Location: Riverton WY USA
IATA Code: RIW
Lat/Long: N43° 03.9' W108° 27.6'
Elevation: 5528 ft

Airport Use: Public
Magnetic Variation: 10.9°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1354 Z
Sunset: 0100 Z,

Runway Information

Runway: 01
Length x Width: 4800 ft x 70 ft
Surface Type: asphalt
TDZ-Elev: 5472 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 10
Length x Width: 8203 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5528 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 4800 ft x 70 ft
Surface Type: asphalt
TDZ-Elev: 5476 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28
Length x Width: 8203 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5456 ft
Lighting: Edge, ALS, Pilot controlled

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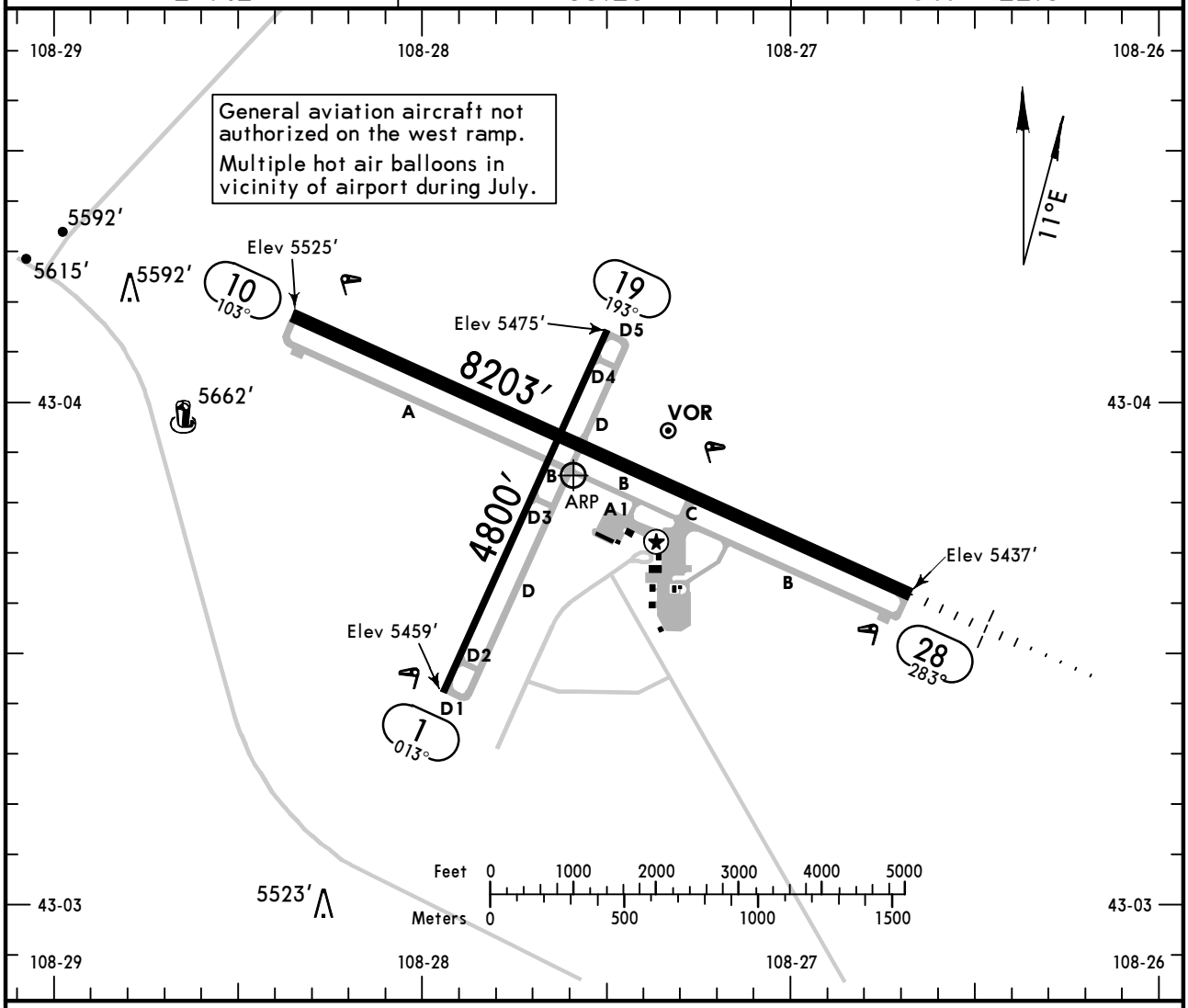
Communication Information

ASOS 121.425
Riverton Regl Unicom 122.8 CTAF PCL
Salt Lake City Center 133.25 Remote Communications Air-Ground

ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
1 19	❶ MIRL ❶ REIL ❷ PAPI-L grooved				70′
10	❶ HIRL ❶ REIL PAPI-L (angle 2.83°) porous friction course overlay				150′
28	❶ HIRL ❶ MALSR VASI-L		7374′		

❶ Activate on 122.8.
❷ Angle 2.75°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 28	LOC Rwy 28 RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 VOR Rwy 10 VOR Rwy 28
A B C D	600-2	800-2

OBSTACLE DP: Rwys 1, 10, 19, 28: Climbing RIGHT turn direct RIW VOR. All aircraft climb in RIW VOR holding pattern (hold east, right turns, 287° inbound) to MEA for direction of flight.

AMEND 1

CHANGES: Alternate minimums, obstacle departure procedure.

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BRIEFING STRIP ™

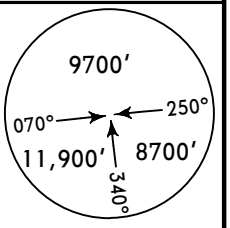
ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 5528′
IRIW 110.5	283°	LIMNY 7700′ (2244′)	5656′ (200′)	TDZE 5456′

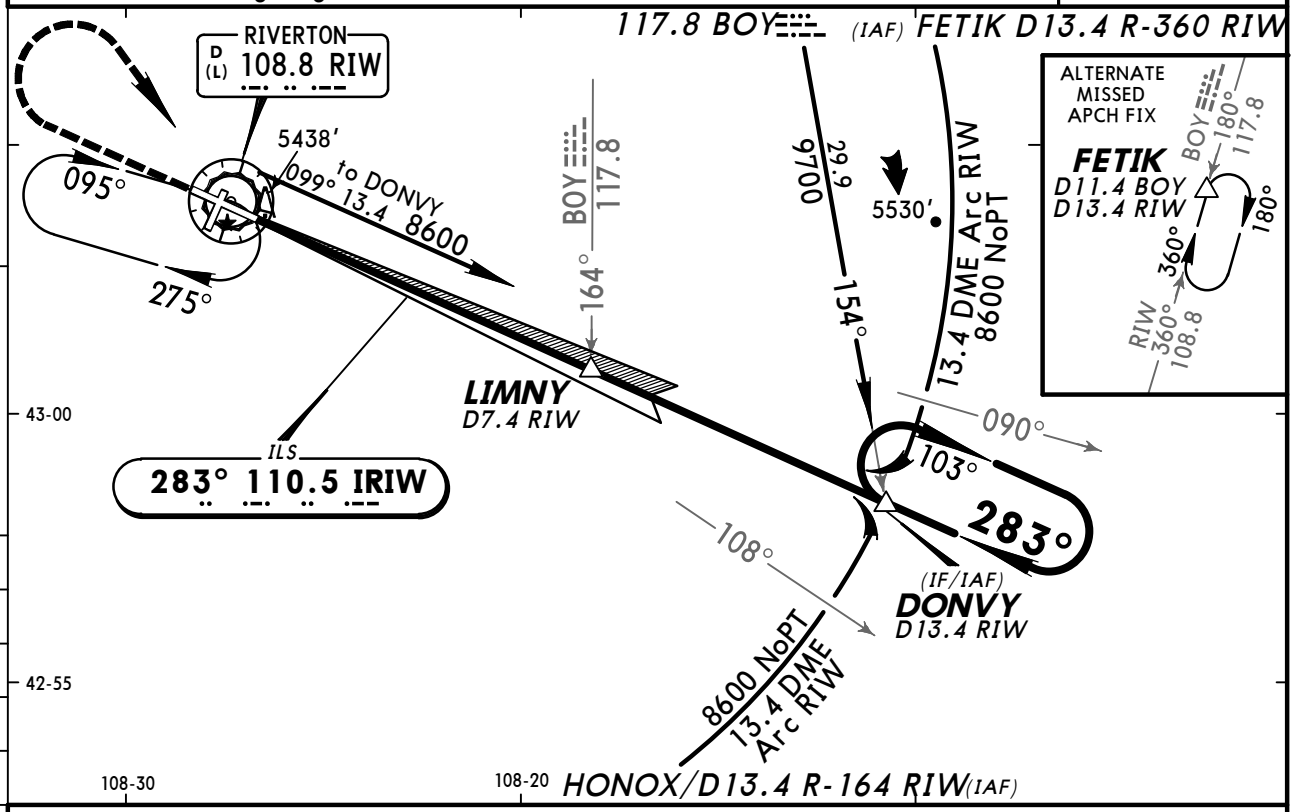
MISSED APCH: Climb to 6800′ then climbing RIGHT turn to 7700′ direct RIW VOR and hold.

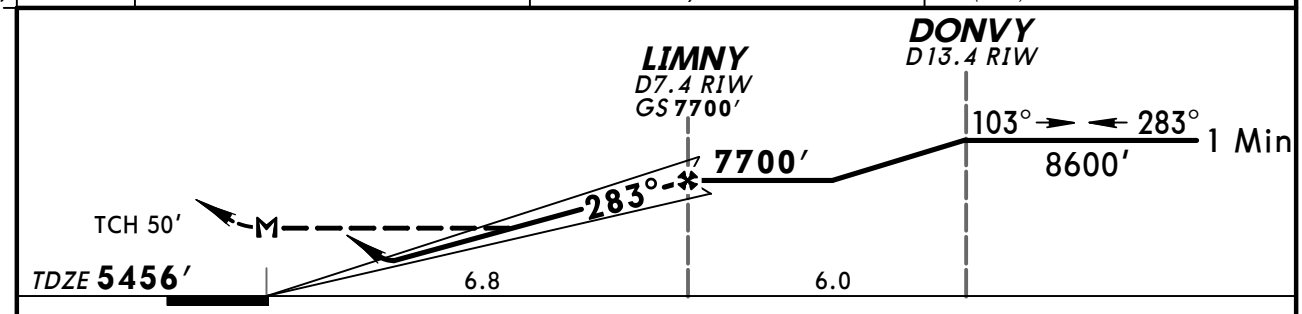
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lander altimeter setting.
2. Pilot controlled lighting 122.8.



MSA RIW VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LIMNY to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR
VASI

6800′

7700′ RT

D

RIW 108.8

STRAIGHT-IN LANDING RWY28

With Local Altimeter Setting

	ILS DA(H) 5656′ (200′) FULL	ILS DA(H) 5656′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 5880′ (424′)	LOC (GS out) MDA(H) 5880′ (424′) RAIL out	LOC (GS out) MDA(H) 5880′ (424′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	5980′ (452′) - 1
120	
140	5980′ (452′) - 1 1/2
165	6080′ (552′) - 2

With Lander Altimeter Setting

	ILS DA(H) 5709′ (253′) FULL	ILS DA(H) 5709′ (253′) RAIL or ALS out	LOC (GS out) MDA(H) 5940′ (484′)	LOC (GS out) MDA(H) 5940′ (484′) RAIL out	LOC (GS out) MDA(H) 5940′ (484′) ALS out
A	1/2	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

With Lander Altimeter Setting

Max Kts	MDA(H)
90	6040′ (512′) - 1
120	
140	6040′ (512′) - 1 1/2
165	6140′ (612′) - 2

TERPS AMEND 2 11 FEB 2010

CHANGES: Procedure.

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ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 5528′
Ch 42899 W-10A	103°	SAHKA 6800′ (1272′)	5919′ (391′)	TDZE 5528′

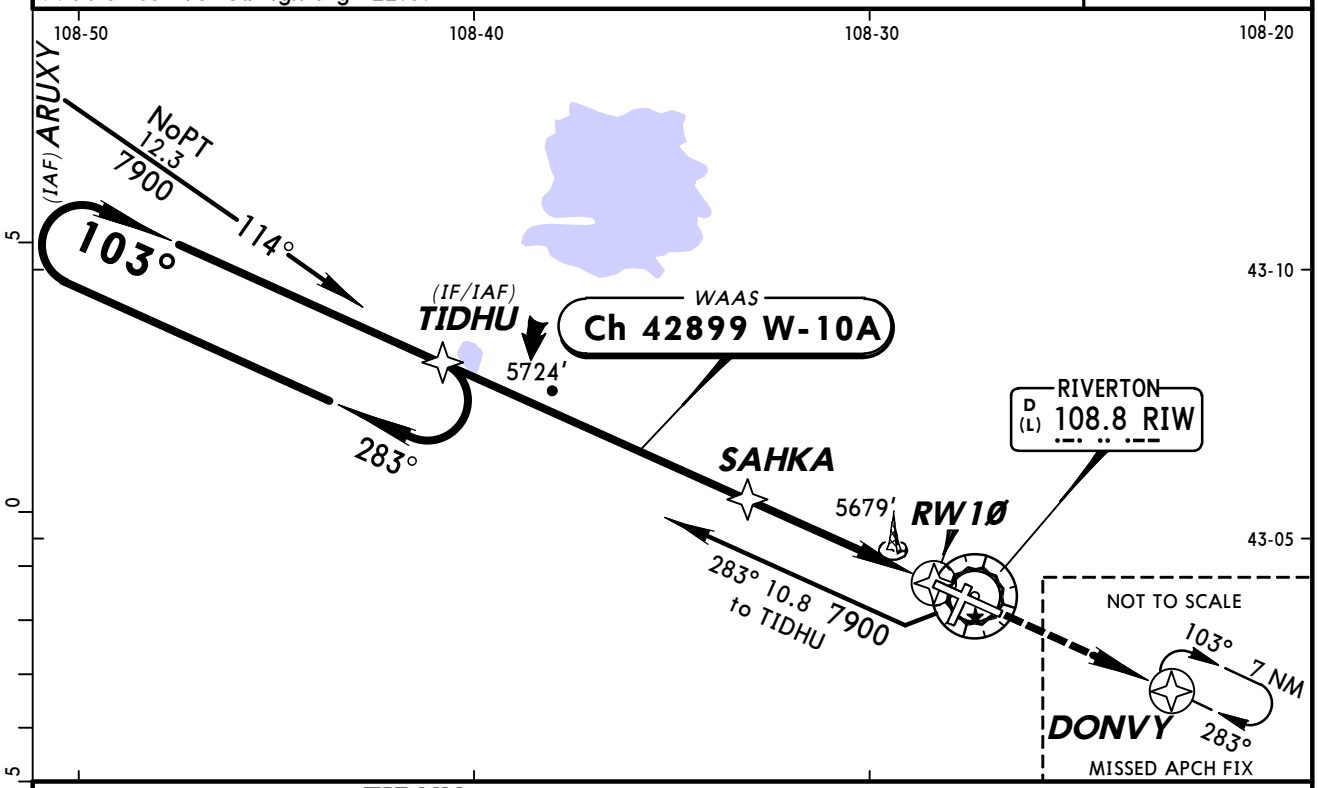
MISSED APCH: Climb to 8600′ direct DONVY and hold.

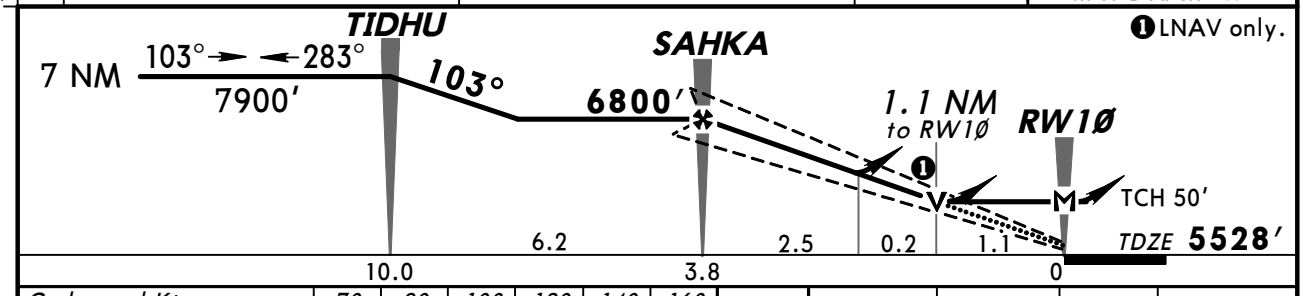
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lander altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 37°C (98°F). 4. Baro-VNAV and VDP not authorized when using Lander altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.
7. Pilot controlled lighting 122.8.

12,300′
MSA RW1Ø

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

REIL
PAPI-L

8600′

DONVY

STRAIGHT-IN LANDING RWY 10

With Local Altimeter Setting

	LPV DA(H) 5919′ (391′)	LNAV/VNAV DA(H) 5976′ (448′)	LNAV MDA(H) 5940′ (412′)
A	1¼	1½	1
B			
C			1¼
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	5980′ (452′)-1
120	
140	5980′ (452′)-1½
165	6080′ (552′)-2

With Lander Altimeter Setting

	LPV DA(H) 5972′ (444′)	LNAV/VNAV DA(H) 6029′ (501′)	LNAV MDA(H) 6000′ (472′)
A	1½	1¾	1
B			
C			1¼
D			1½

With Lander Altimeter Setting

Max Kts	MDA(H)
90	6040′ (512′)-1
120	
140	6040′ (512′)-1½
165	6140′ (612′)-2

TERPS AMEND 1 11 FEB 2010

CHANGES: Procedure.

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ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8

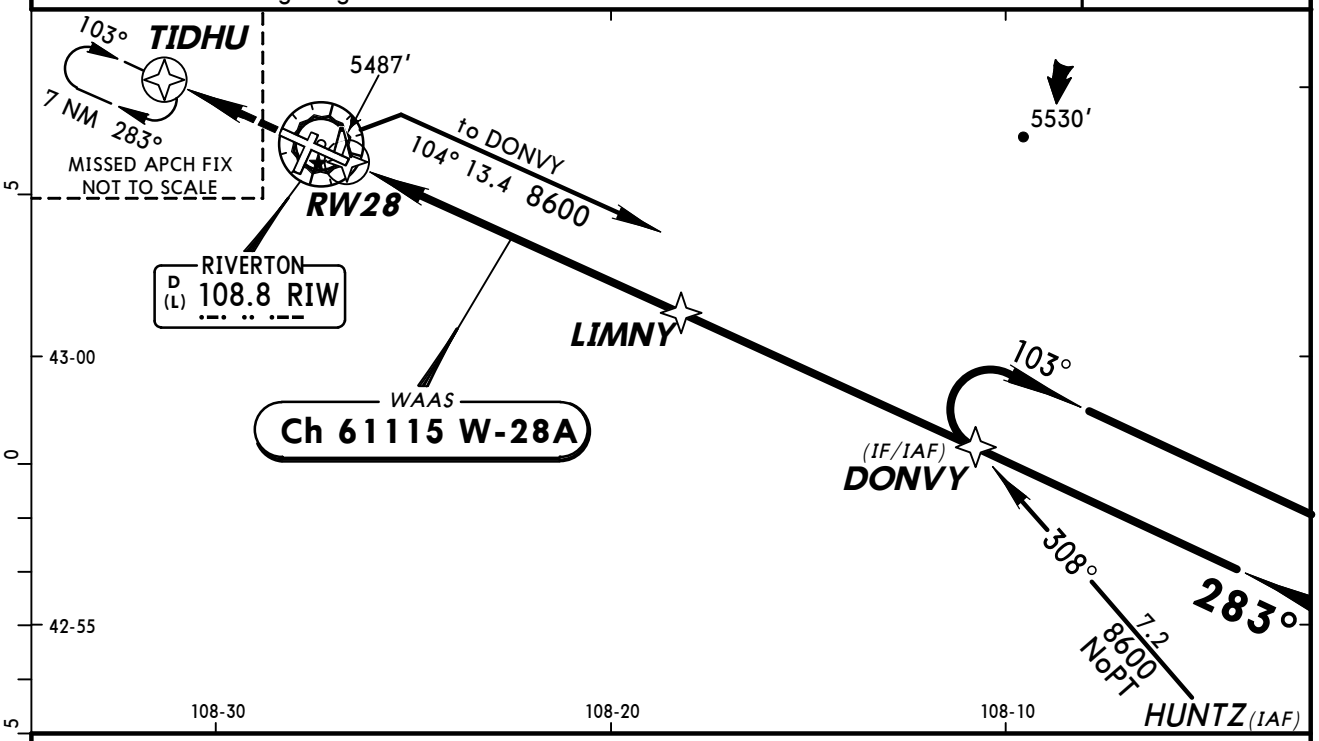
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 5528′
Ch 61115 W-28A	283°	LIMNY 7700′ (2244′)	5656′ (200′)	TDZE 5456′

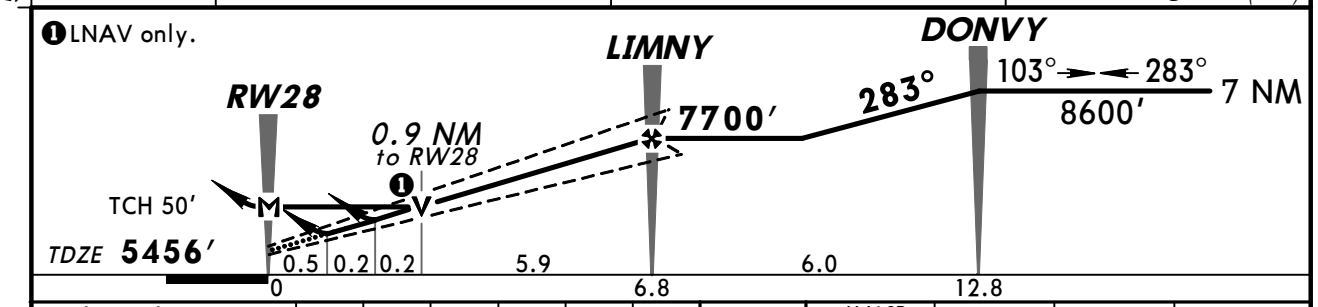
MISSED APCH: Climb to 7900′ direct TIDHU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lander altimeter setting.
2. Baro-VNAV and VDP not authorized when using Lander altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 38°C (100°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting on 122.8.

11,900′
MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

MALSR
VASI
7900′
TIDHU

STRAIGHT-IN LANDING RWY 28
With Local Altimeter Setting

	LPV DA(H) 5656′ (200′)		LNAV/VNAV DA(H) 5706′ (250′)			LNAV MDA(H) 5780′ (324′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	5980′ (452′)-1
120	
140	5980′ (452′)-1½
165	6080′ (552′)-2

With Lander Altimeter Setting

	LPV DA(H) 5709′ (253′)		LNAV/VNAV DA(H) 5759′ (303′)			LNAV MDA(H) 5840′ (384′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	1	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1	1¼	

With Lander Altimeter Setting

Max Kts	MDA(H)
90	6040′ (512′)-1
120	
140	6040′ (512′)-1½
165	6140′ (612′)-2

BRIEFING STRIP ™
TERPS AMEND 0 11 FEB 2010

CHANGES: New procedure.

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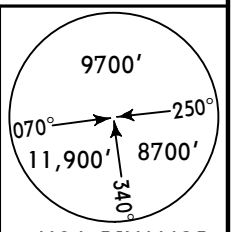
ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8

BRIEFING STRIP ™

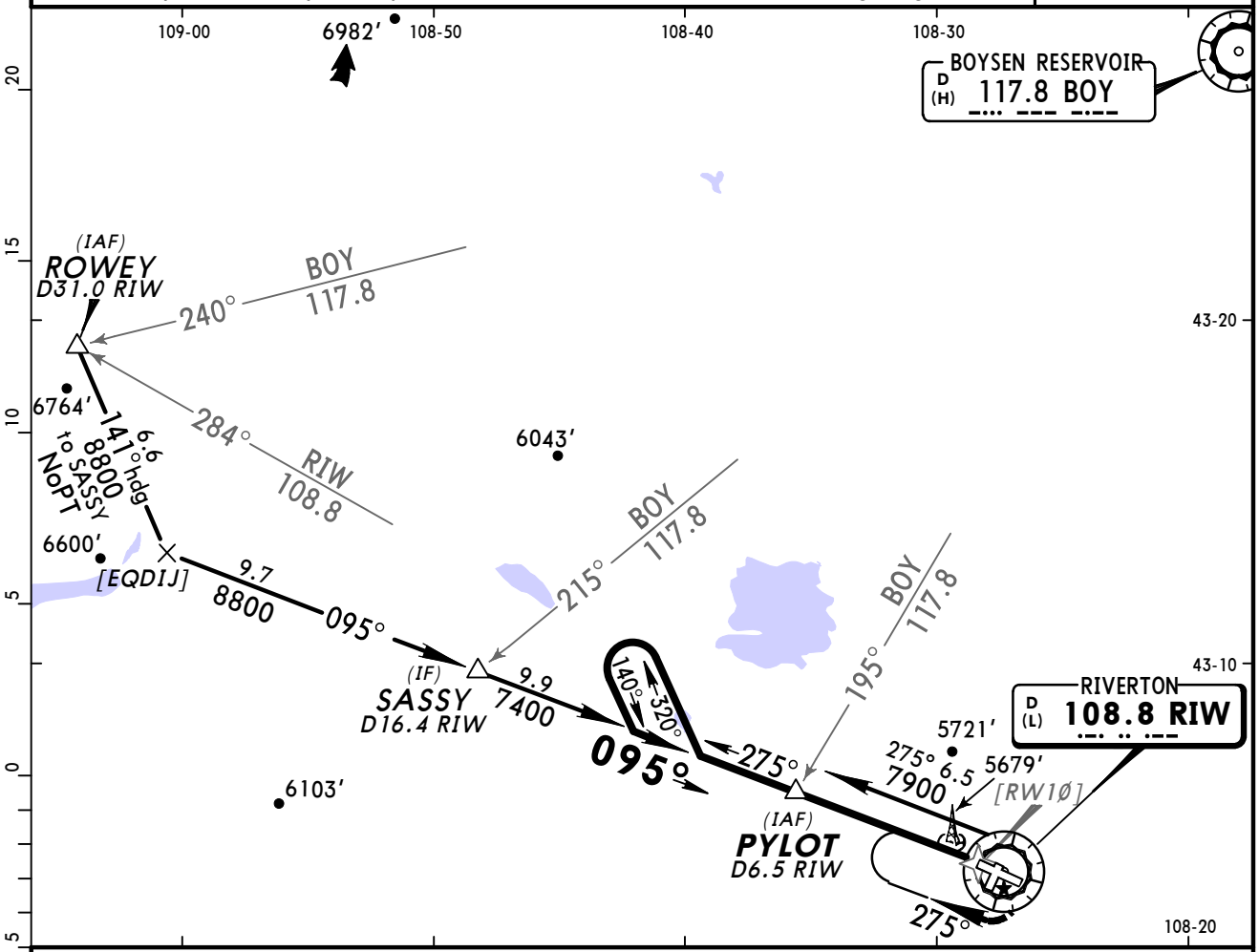
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 5528′
RIW 108.8	095°	PYLOT 7400′ (1872′)	(CONDITIONAL) 5940′ (412′)	TDZE 5528′

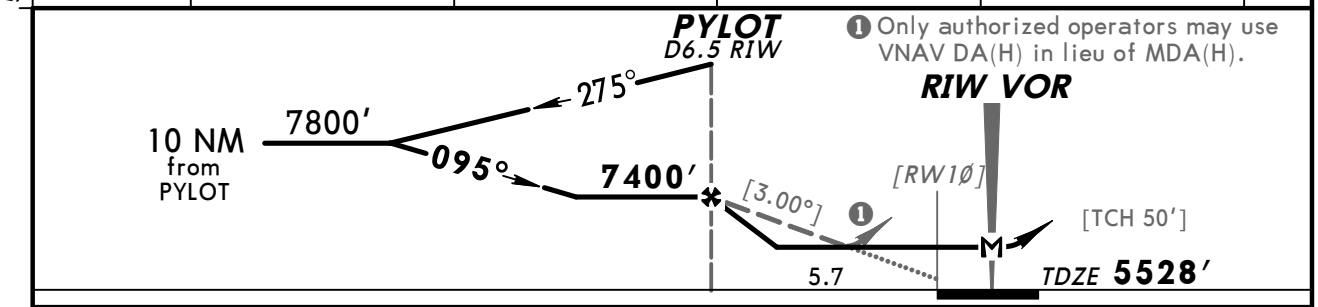
MISSED APCH: Climb to 7900′ in RIW VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Lander altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.



MSA RIW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

7900′ ↑ in RIW 108.8 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
MDA(H) 5940′ (412′) With Local Altimeter Setting		MDA(H) 6000′ (472′) With Lander Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Lander Altimeter Setting MDA(H)
A	1	1	90	5980′ (452′)-1	6040′ (512′)-1
B			120		
C	1¼	1¼	140	5980′ (452′)-1½	6040′ (512′)-1½
D		1½	165	6080′ (552′)-2	6140′ (612′)-2

TERPS AMEND 9 11 FEB 2010

CHANGES: Procedure.

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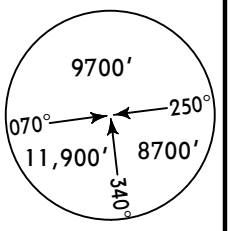
ASOS	SALT LAKE CITY Center	RIVERTON REGL UNICOM
121.42	133.25	CTAF 122.8

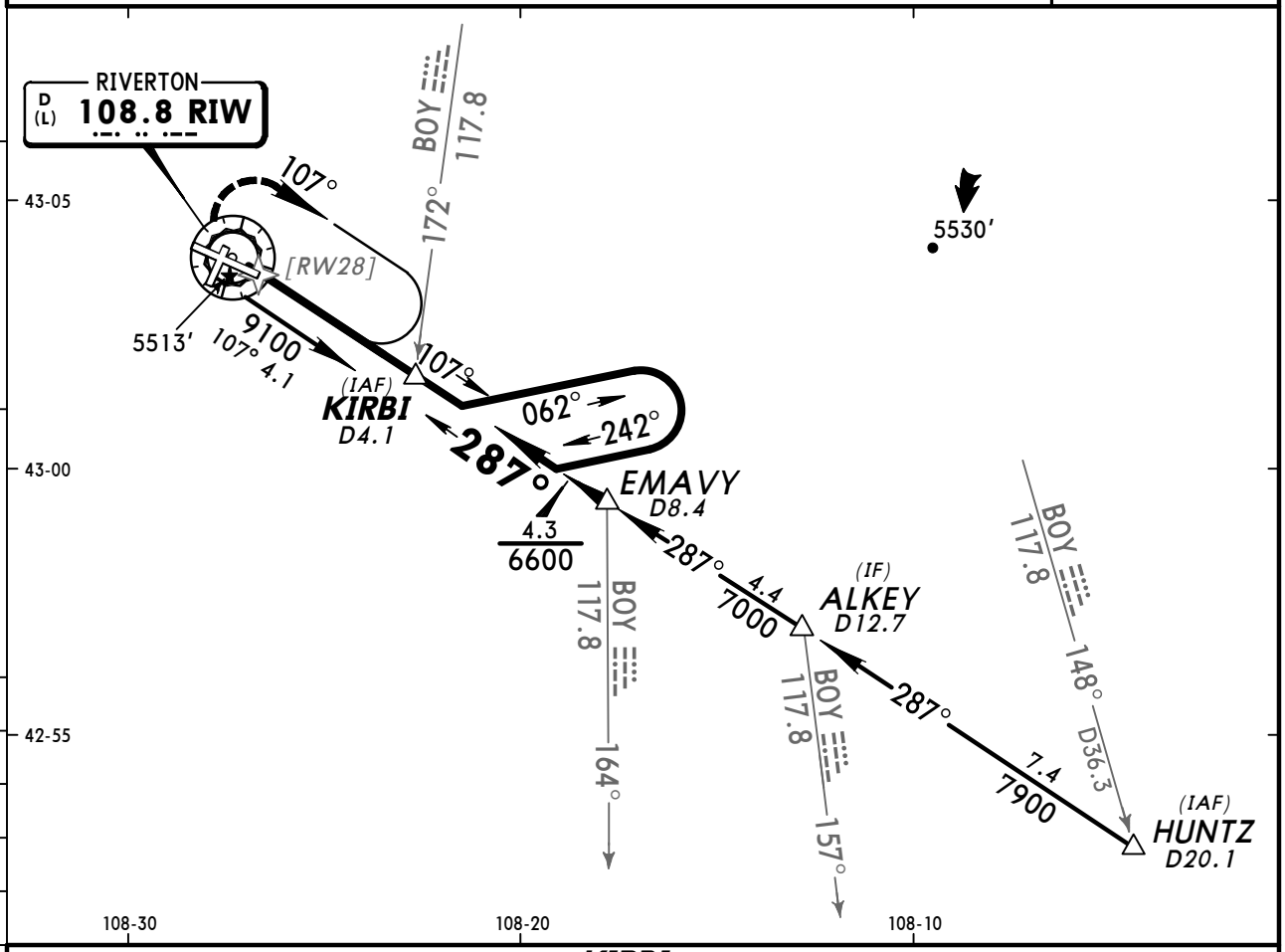
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 5528′
RIW 108.8	287°	KIRBI 6600′ (1144′)	5940′ (484′)	TDZE 5456′

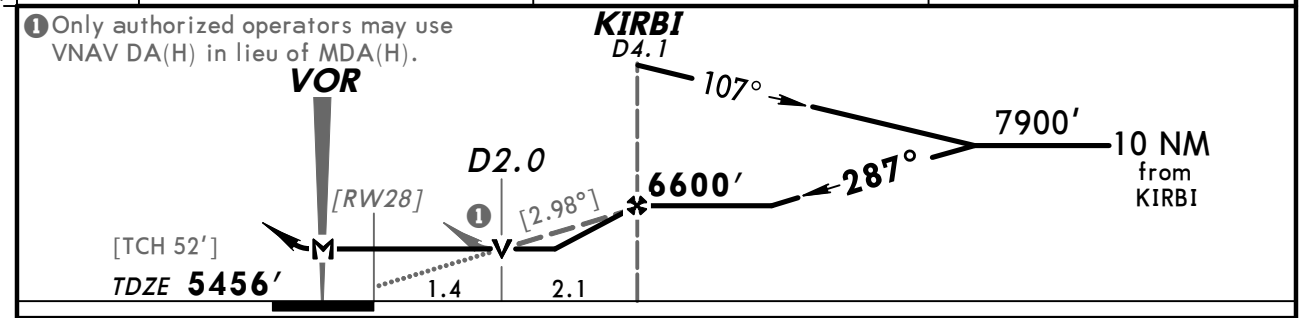
MISSED APCH: Climb to 7700′ in RIW VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Lander altimeter setting.
2. VDP not authorized with Lander altimeter setting. 3. Pilot controlled lighting 122.8.



MSA RIW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at VOR						

MALSR
VASI
7700′ in RIW 108.8 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 28

	MDA(H) 5940′ (484′) With Local Altimeter Setting			MDA(H) 6000′ (544′) With Lander Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1	1 1/2	
D	1	1 1/2		1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lander Altimeter Setting MDA(H)
90	5980′ (452′)-1	6040′ (512′)-1
120		
140	5980′ (452′)-1 1/2	6040′ (512′)-1 1/2
165	6080′ (552′)-2	6140′ (612′)-2

BRIEFING STRIP ™

TERPS AMEND 9 11 FEB 2010

CHANGES: Procedure

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General Information

Location: Rock Springs WY USA
IATA Code: RKS
Lat/Long: N41° 35.7' W109° 03.9'
Elevation: 6764 ft

Airport Use: Public
Magnetic Variation: 11.0°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: HP Bottle, LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1354 Z
Sunset: 0104 Z,

Runway Information

Runway: 03
Length x Width: 5228 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6745 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 09
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6741 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 5228 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 6748 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6764 ft
Lighting: Edge, ALS, Pilot controlled

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Communication Information

ASOS 118.375
Rock Springs-Sweetwater Unicom 122.8 CTAF PCL
Casper Flight Service Station 122.6 RCO

KRKS/RKS

Apt Elev **6764′**

N41 35.7 W109 03.9

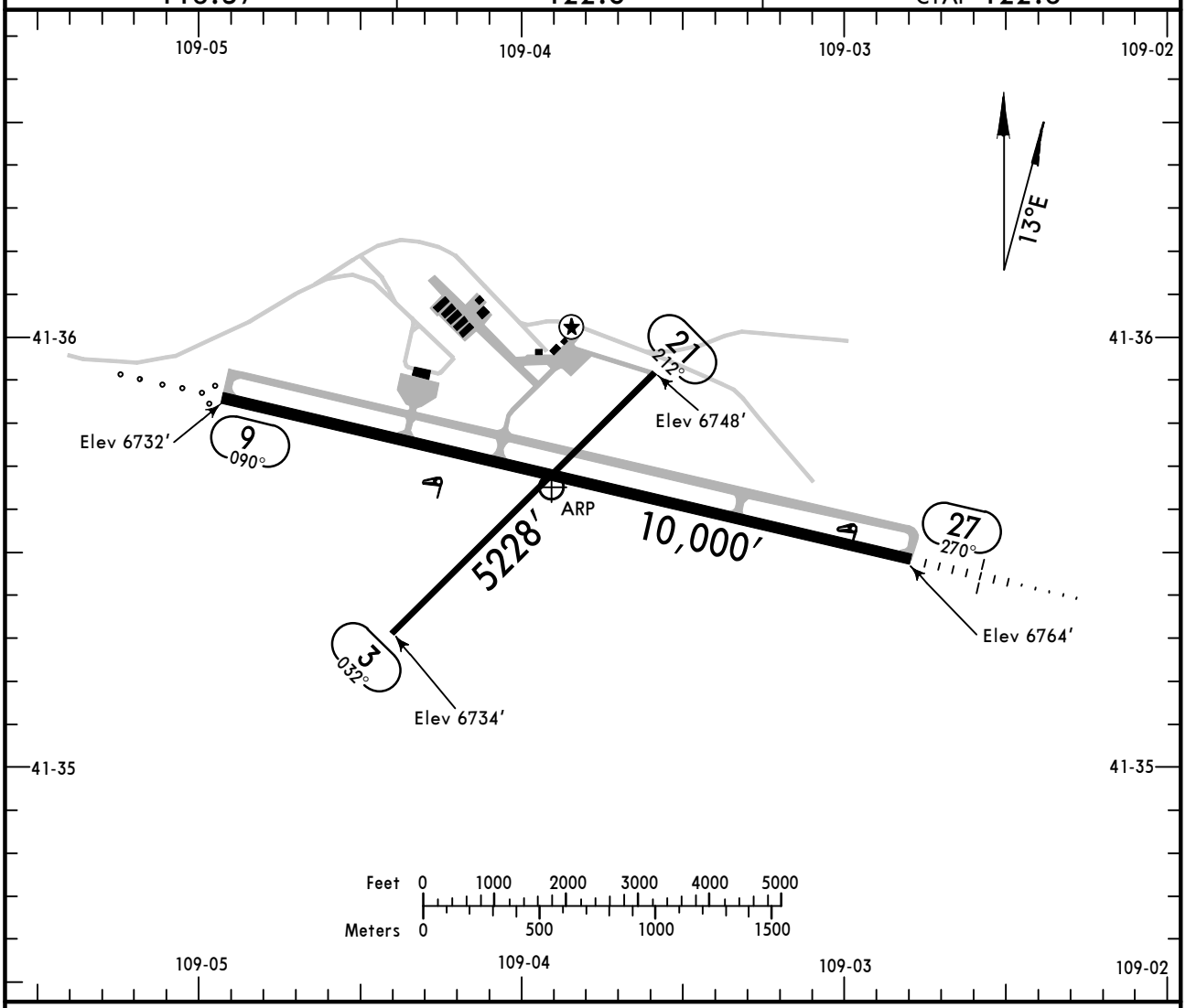
JEPPESEN

7 JAN 11 (11-1)

ROCK SPRINGS, WYO

-SWEETWATER CO

ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21	❶ MIRL ❶ REIL	PAPI-L (angle 3.0°)	porous friction course overlay				75′
9	❶ HIRL ❶ ODALS	PAPI-L (angle 3.00°)	grooved				150′
27	❶ HIRL ❶ MALSR	PAPI-R (angle 3.00°)	grooved		8968′		

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	ILS Rwy 27	VOR DME Rwy 9 VOR DME Rwy 27 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 LOC DME Rwy 27
A B C D	600-2	800-2

OBSTACLE DP:

Rwy 3, climb heading 032° to 8000′ then climbing left turn direct OCS VOR, continue climb in OCS VOR holding pattern (hold east, right turns, 260° inbound) to cross OCS VOR at or above MEA for route of flight.

Rwy 9, climb heading 090° to 8200′ then climbing left turn direct OCS VOR, continue climb in OCS VOR holding pattern (hold east, right turns, 260° inbound) to cross OCS VOR at or above MEA for route of flight.

Rwy 21, climb heading 212° to 8400′ then climbing right turn direct OCS VOR, continue climb in OCS VOR holding pattern (hold east, right turns, 260° inbound) to cross OCS VOR at or above MEA for route of flight.

Rwy 27, climb heading 270° to 7900′ then climbing right turn via OCS VOR R-291 direct OCS VOR, continue climb in OCS VOR holding pattern (hold east, right turns, 260° inbound) to cross OCS VOR at or above MEA for route of flight.

AMEND 6

CHANGES: None.

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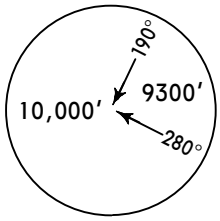
ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / TDZE
IRKS 109.3	270°	HEBUM 8700′ (1936′)	6964′ (200′)	Apt Elev 6764′ TDZE 6764′

MISSED APCH: Climb to 7600′, then climbing RIGHT turn to 9300′ direct OCS VOR and hold. Continue climb-in-hold to 9300′.

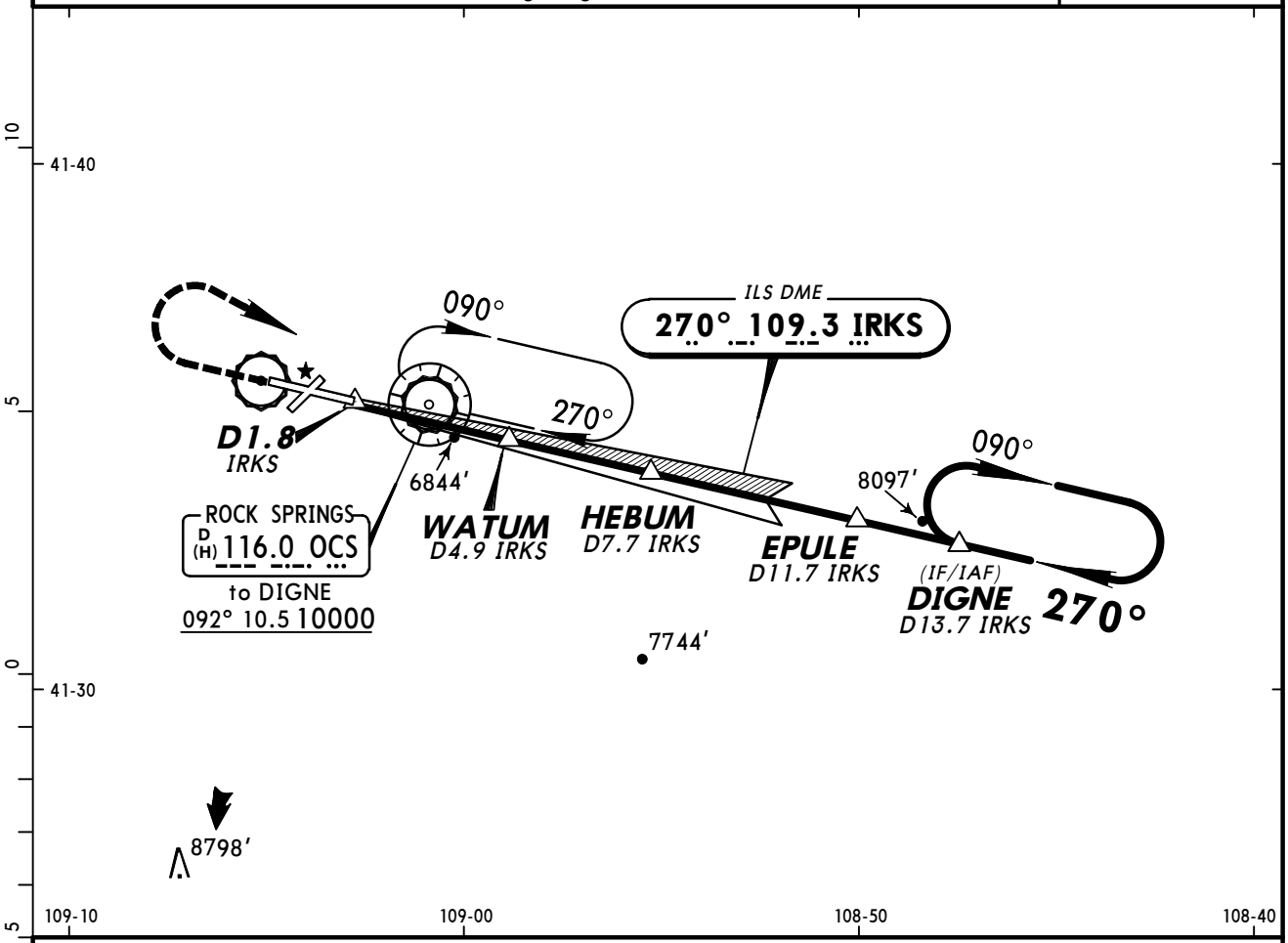
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

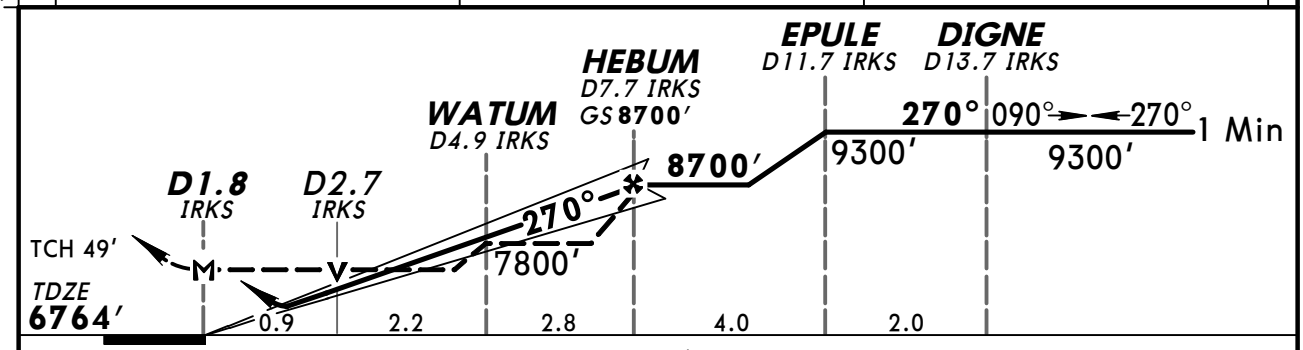
1. Autopilot coupled approaches not authorized below 7000′ MSL. 2. Use IRKS DME when on LOC course. 3. Pilot controlled lighting 122.8.



MSA OCS VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 IRKS						

MALSR PAPI | 7600′ | 9300′ RT | D | OCS 116.0

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 6964′ (200′) FULL	ILS DA(H) 6964′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 7100′ (336′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7140′ (376′) -1
120	7220′ (456′) -1
140	7220′ (456′) -1½
165	7320′ (556′) -2

TERPS AMEND 1A 13 JAN 2011

CHANGES: Note removed.

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ROCK SPRINGS, WYO
RNAV (GPS) Rwy 9

ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8

BRIEFING STRIP ™

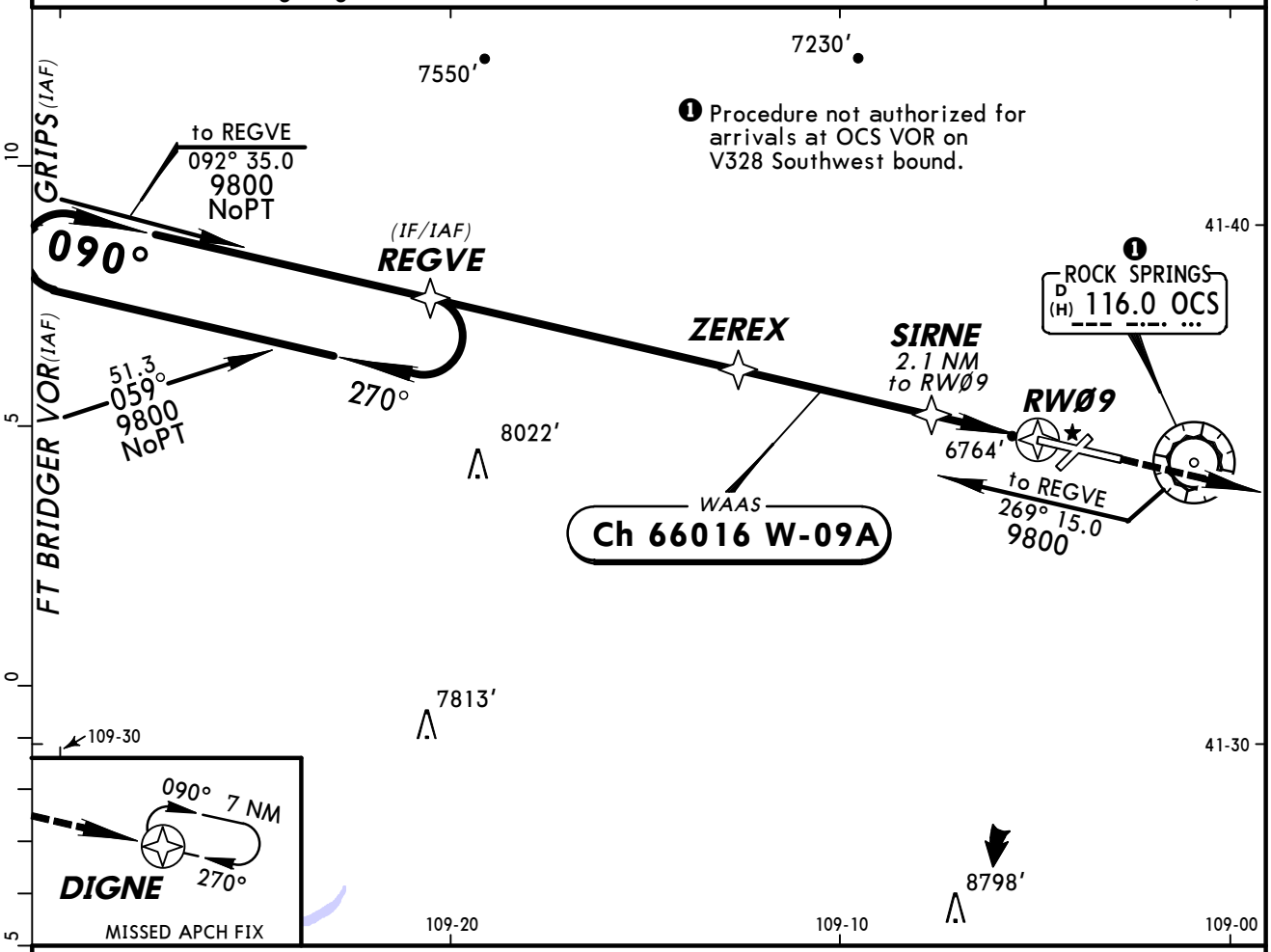
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 6764′
Ch 66016 W-09A	090°	ZEREX 8700′ (1959′)	6941′ (200′)	TDZE 6741′

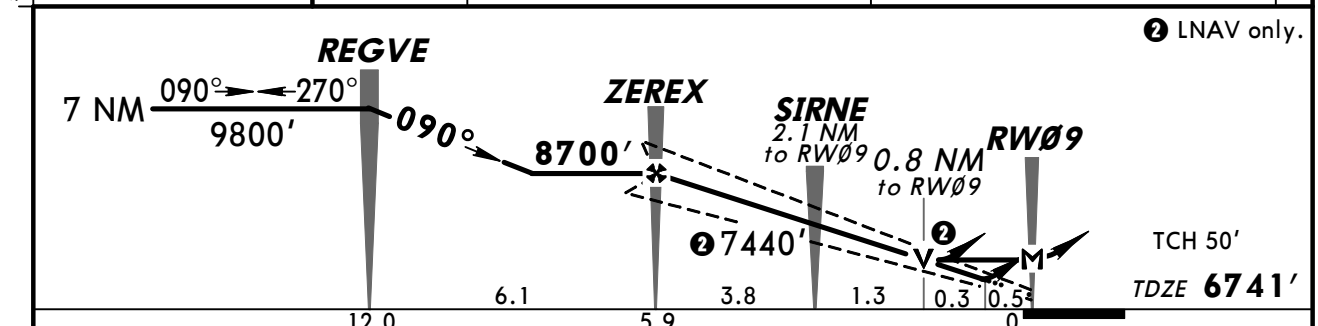
MISSED APCH: Climb to 9600′ direct DIGNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -28°C (-18°F) or above 35°C (95°F).
3. Pilot controlled lighting 122.8.

10,000′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

ODALS
PAPI
9600′
DIGNE

STRAIGHT-IN LANDING RWY9

	LPV DA(H) 6941′ (200′) ODALS out	LNAV/VNAV DA(H) 7034′ (293′)	ODALS out	LNAV MDA(H) 7040′ (299′)	ODALS out
A	3/4	3/4	1	3/4	1
B					
C					
D		1		1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7140′ (376′)-1
120	7220′ (456′)-1
140	7220′ (456′)-1½
165	7320′ (556′)-2

TERPS AMEND O 8 APR 2010

CHANGES: New Procedure.

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ROCK SPRINGS, WYO
RNAV (GPS) Rwy 27

BRIEFING STRIP™

ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8

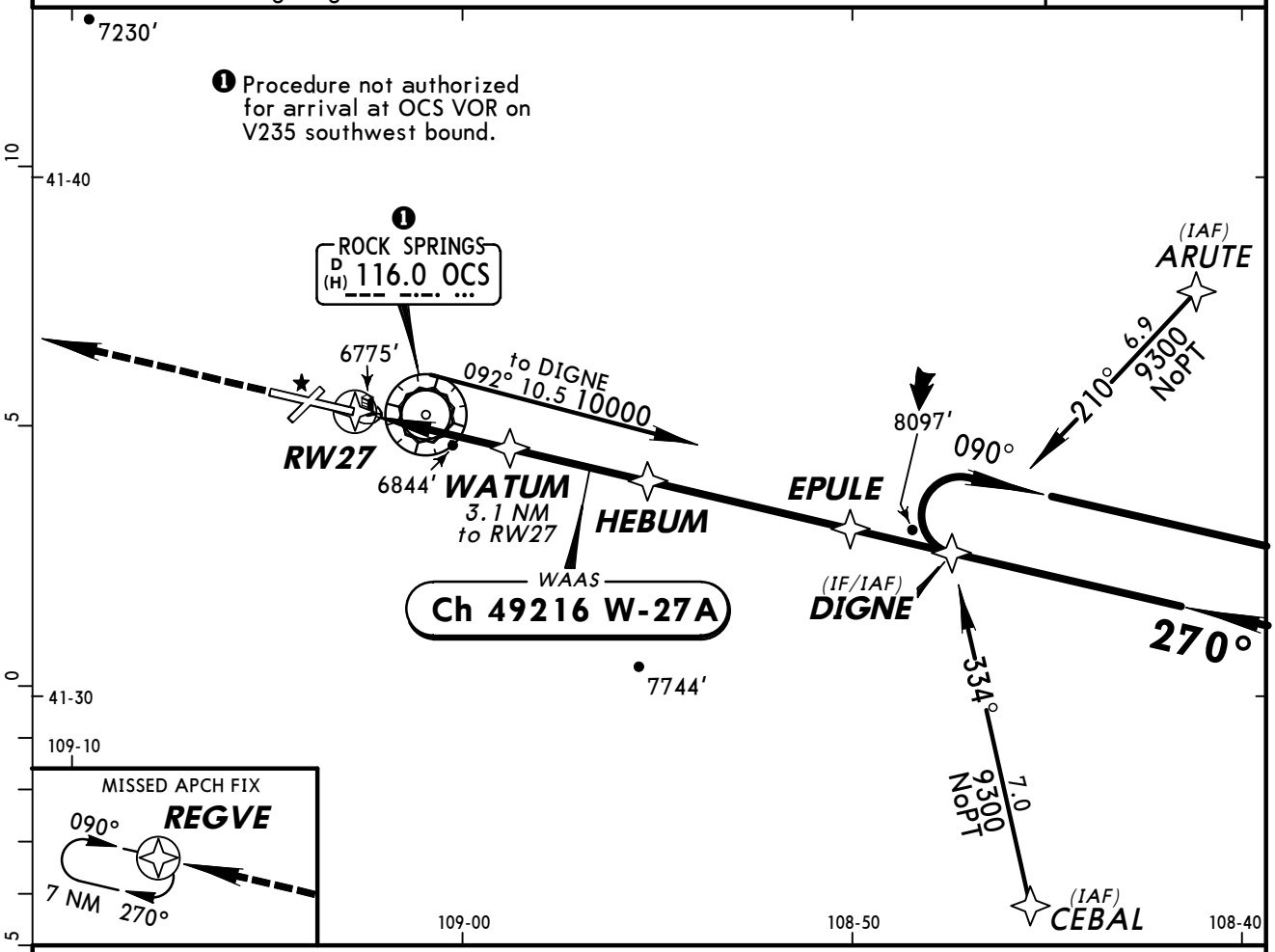
WAAS	Final Apch Crs	Minimum Alt HEBUM	LPV DA(H)	Apt Elev 6764′
Ch 49216 W-27A	270°	8700′ (1936′)	6964′ (200′)	TDZE 6764′

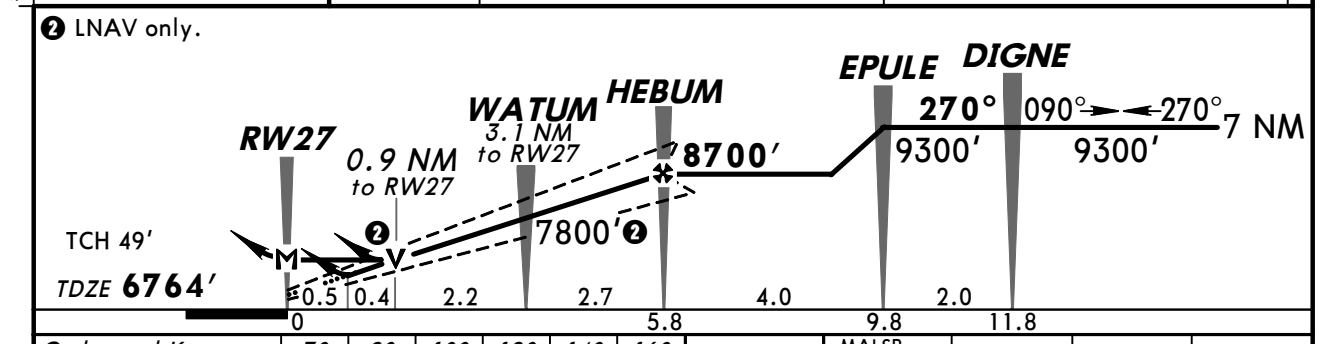
MISSED APCH: Climb to 9800′ direct REGVE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -28°C (-18°F) or above 35°C or (95°F).
3. Pilot controlled lighting 122.8.

10,000′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW27						

MALSR PAPI 9800′ REGVE

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 6964′ (200′)		LNAV/VNAV DA(H) 7035′ (271′)			LNAV MDA(H) 7100′ (336′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7140′ (376′)-1
120	7220′ (456′)-1
140	7220′ (456′)-1½
165	7320′ (556′)-2

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8

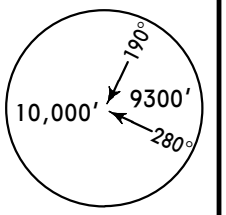
BRIEFING STRIP ™

VOR OCS	Final Apch Crs	Minimum Alt INUXY	MDA(H)	Apt Elev 6764′ TDZE 6741′
116.0	085°	8900′ (2159′)	7020′ (279′)	

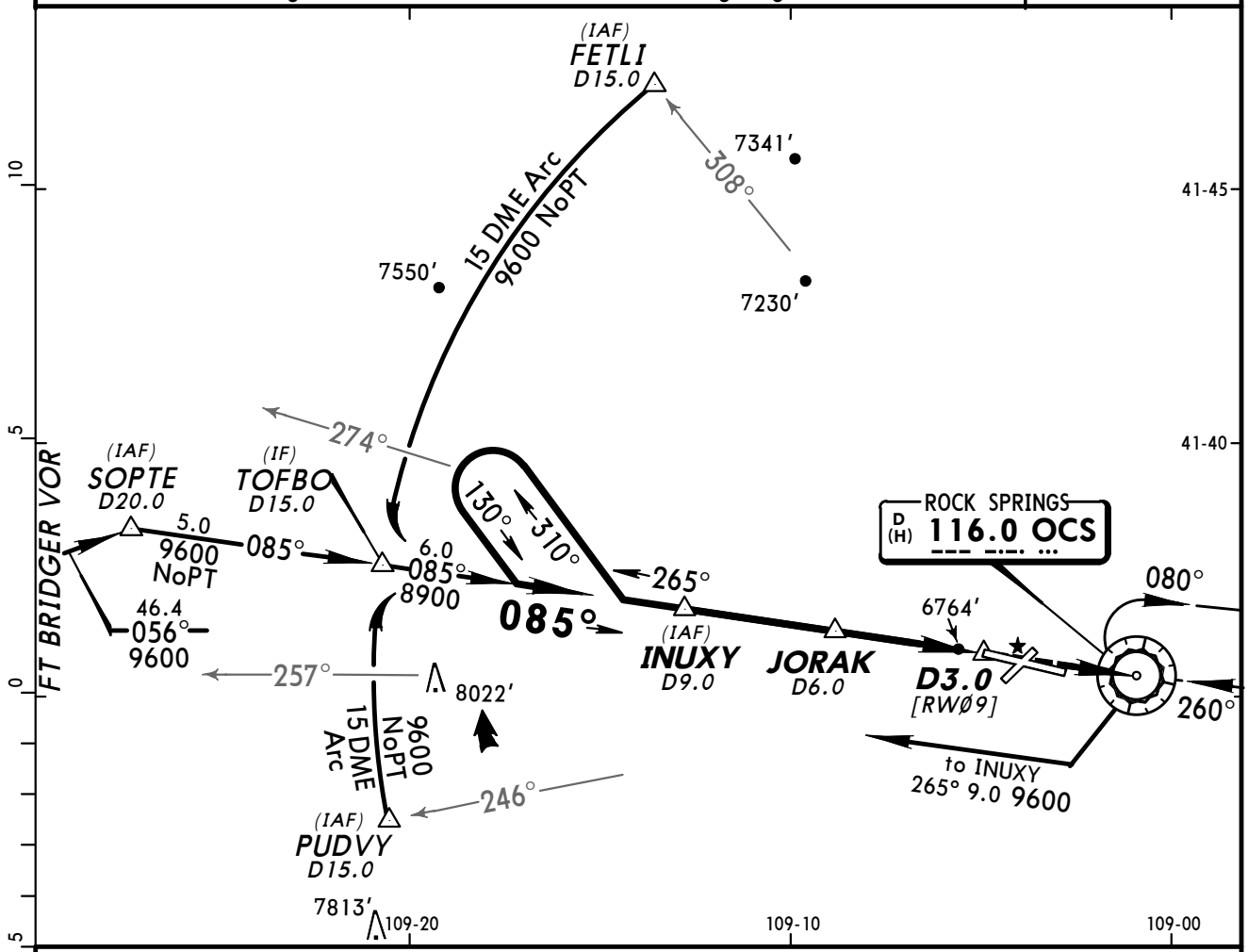
MISSED APCH: Climb to 9300′ direct OCS VOR and hold, continue climb-in-hold to 9300′.

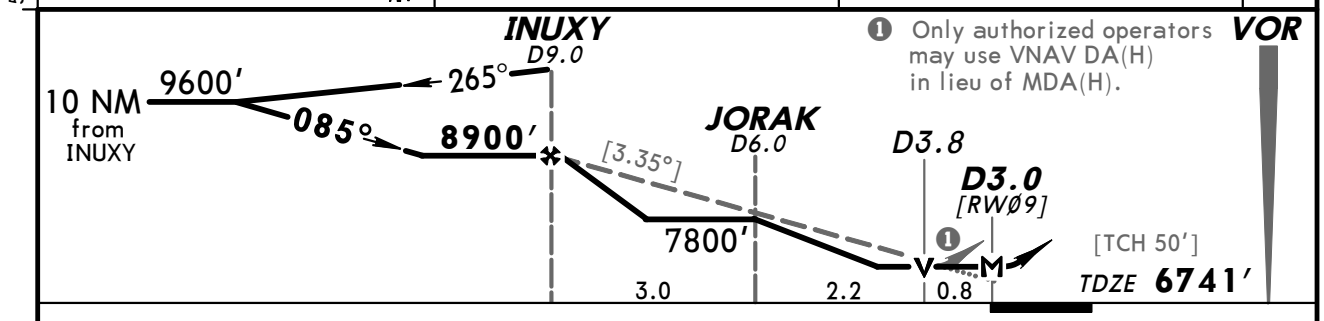
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.8.



MSA OCS VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.35°]	415	534	593	711	830	948
MAP at D3.0						

ODALS
PAPI

9300′

D

OCS 116.0

STRAIGHT-IN LANDING RWY 9

MDA(H) 7020′ (279′)

		ODALS out
A	3/4	1
B		
C		
D	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7140′ (376′)-1
120	7220′ (456′)-1
140	7220′ (456′)-1½
165	7320′ (556′)-2

TERPS AMEND 3 8 APR 2010

CHANGES: Procedure.

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ROCK SPRINGS, WYO
VOR DME Rwy 27

ASOS	CASPER Radio	ROCK SPRINGS-SWEETWATER CO UNICOM
118.37	122.6	CTAF 122.8

BRIEFING STRIP™

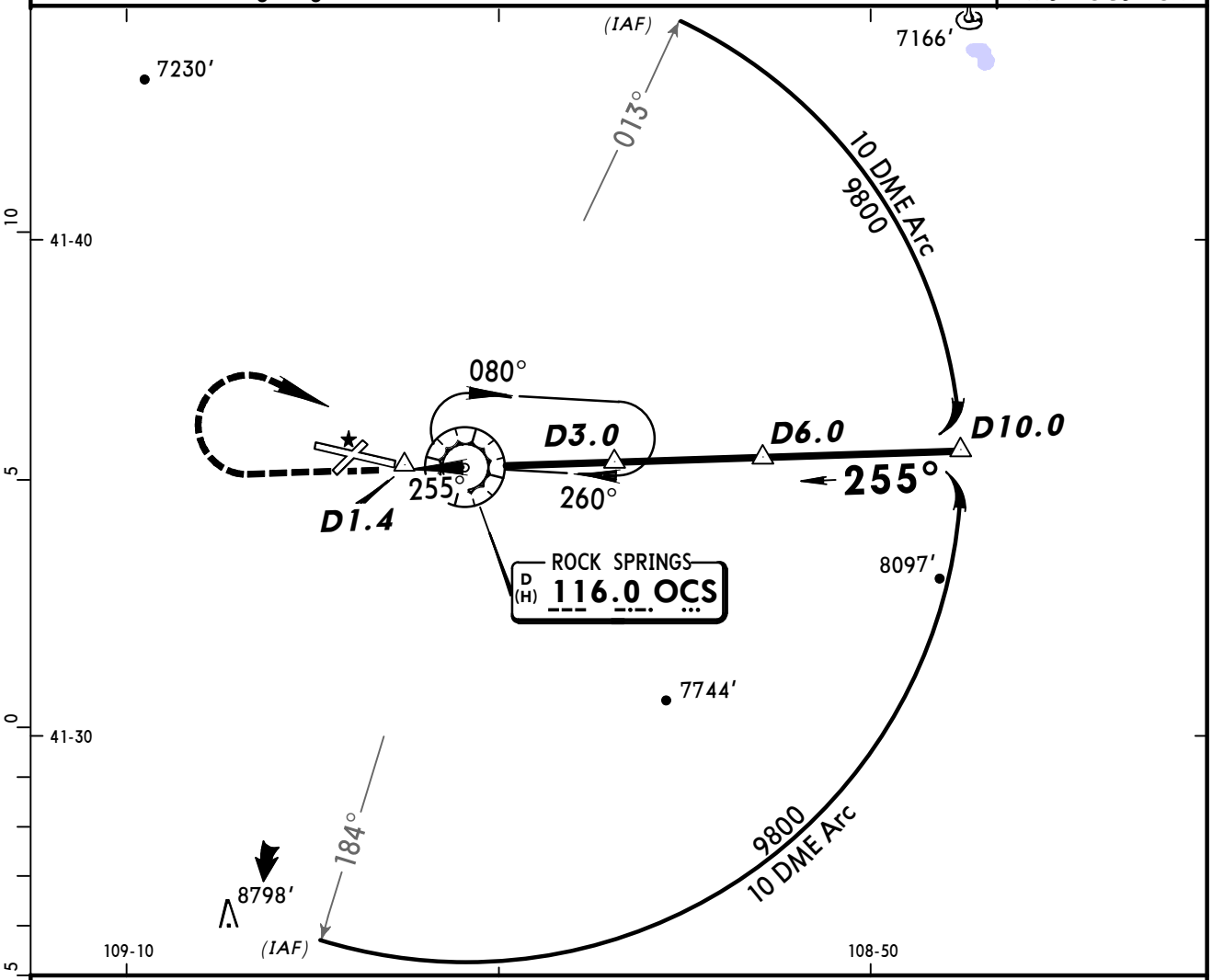
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 6764′
OCS 116.0	255°	7300′ (536′)	7040′ (276′)	TDZE 6764′

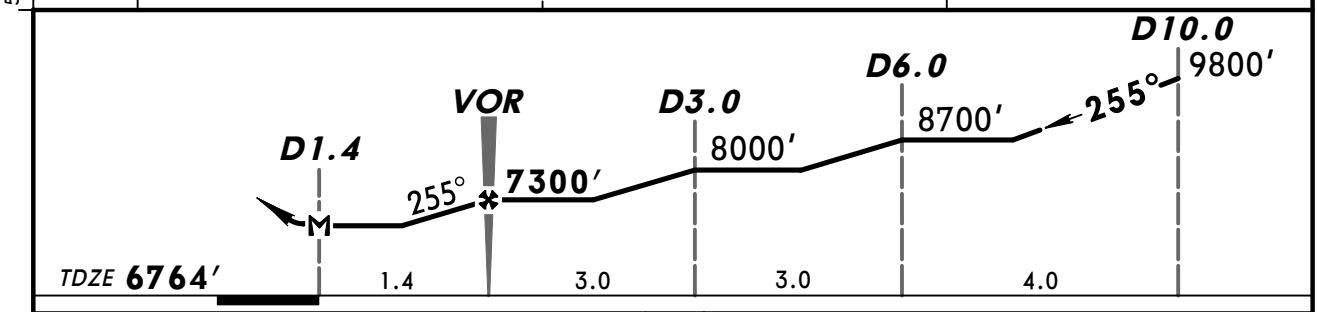
MISSED APCH: Climb to 7700′, then climbing RIGHT turn to 9100′, direct OCS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 122.8.

MSA OCS VOR: 190° 9300′; 280° 10,000′





								MALSR PAPI	7700′	9100′ RT	D	OCS 116.0
MAP at D1.4												

STRAIGHT-IN LANDING RWY 27

MDA(H) 7040′ (276′)

	RAIL out	ALS out
A, B, C	1/2	3/4	1
D	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7120′(356′)-1
120	7220′(456′)-1
140	7220′(456′)-1½
165	7320′(556′)-2

TERPS AMEND 2

CHANGES: Airport and touch down zone elevation, lighting.

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General Information

Location: Rawlins WY USA
IATA Code: RWL
Lat/Long: N41° 48.3' W107° 12.0'
Elevation: 6817 ft

Airport Use: Public
Magnetic Variation: 10.2°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1347 Z
Sunset: 0056 Z,

Runway Information

Runway: 04
Length x Width: 7008 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6759 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 4322 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 6776 ft
Lighting: Edge, Pilot controlled

Runway: 22
Length x Width: 7008 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6817 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28
Length x Width: 4322 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 6769 ft
Lighting: Edge, REIL, Pilot controlled

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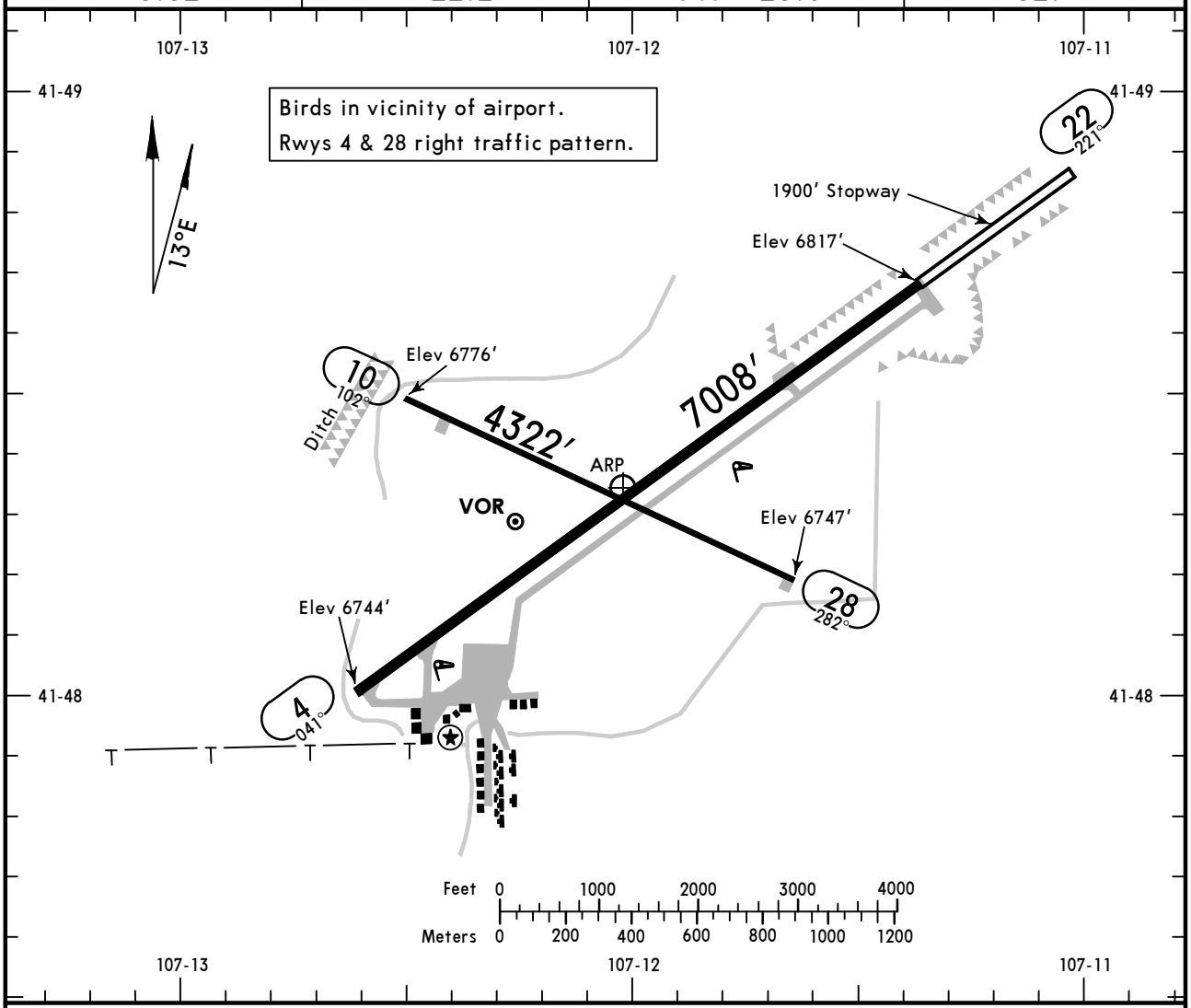
Communication Information

ASOS 118.525
Rawlins Mun/Harvey Unicom 123.0 CTAF PCL
Casper Flight Service Station 122.2 RCO
Denver Center 132.1 Remote Communications Air-Ground

ASOS	CASPER Radio	RAWLINS MUN/HARVEY UNICOM	DENVER Center
118.52	122.2	CTAF 123.0	132.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶MIRL AVASI-L porous friction course overlay				100′
22	❶MIRL ❶REIL AVASI-L porous friction course overlay				
10 ❷	❶MIRL				60′
28	❶MIRL ❶REIL				

❶ Activate on 123.0.
❷ Runway limited to aircraft up to 12,000 lbs GWT.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 4			Rwy 22			Rwys 10,28
	With Mim climb of 440′/NM to 7500′		Other	With Mim climb of 365′/NM to 8700′		Other	
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	600-2	1/4	1	1500-2	NA
3 & 4 Eng		1/2			1/2		

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 22	VOR DME Rwy 22
A	900-2	1000-2
B		
C	900-2½	1000-2¾
D	900-2¾	1000-3

OBSTACLE DP: Rwy 4 turn right; Rwy 22 turn left. Climb to 10000′ via RWL VOR R-200 and CKW VOR R-080 to CKW VOR then via assigned route. Aircraft departing eastbound V-4 or V-6 climb via RWL VOR R-200 to assigned route then climb on course.

AMEND 3

CHANGES: Rwy 10/28 length, rwy end elevations.

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KRWL/RWL
RAWLINS MUN/HARVEY

JEPPESEN 2 APR 10 (12-1) Eff 8 Apr

RAWLINS, WYO
RNAV (GPS) Rwy 22

ASOS	DENVER Center	CASPER Radio	RAWLINS MUN/HARVEY UNICOM
118.52	132.1	122.2	CTAF 123.0

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 6813′
Ch 93716 W-22A	221°	HESNU 8800′ (1987′)	7143′ (330′)	TDZE 6813′

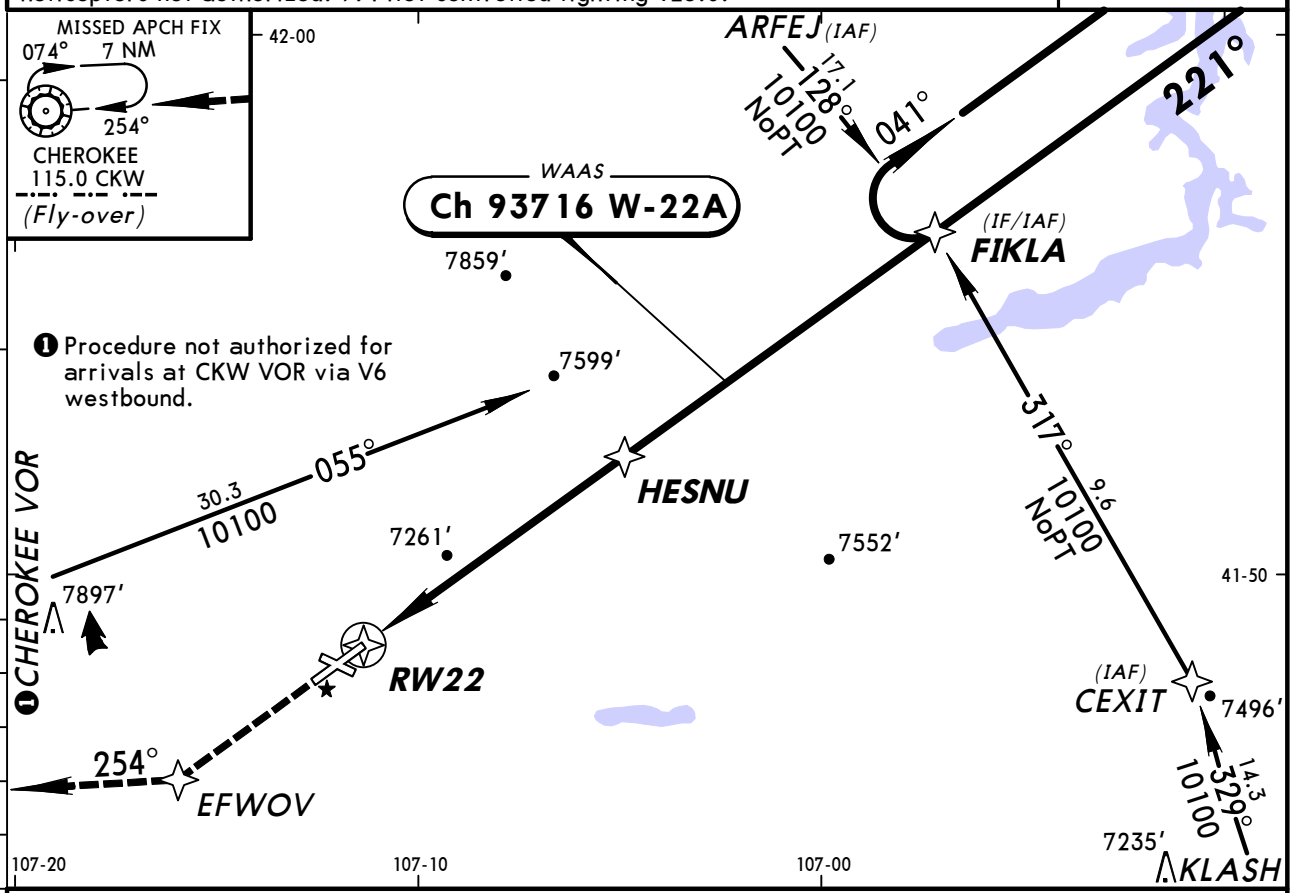
MISSED APCH: Climb to 11700′ direct EFWOV and via 254° track to CKW VOR and hold. Continue climb in hold to 11700′.

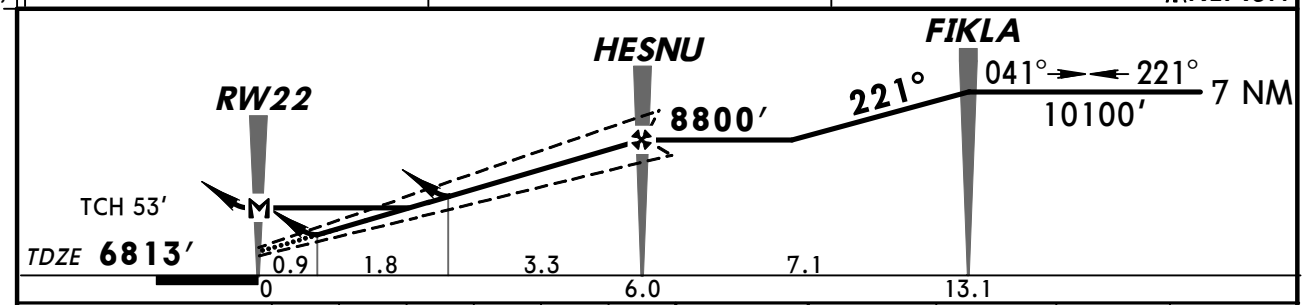
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When local altimeter setting not received, procedure not authorized. 2. Procedure not authorized at night. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -28°C (-18°F) or above 35°C (95°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 123.0.

11,300′

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
VASI-L

11700′

EFWOV

STRAIGHT-IN LANDING RWY 22					CIRCLE-TO-LAND		
	DAY			NIGHT	DAY		NIGHT
	LPV DA(H) 7143′(330′)	LNAV/VNAV DA(H) 7711′(898′)	LNAV MDA(H) 7660′(847′)		Not Authorized Northwest of Rwy 4-22		
					Max Kts	MDA(H)	
A	1¼	4	1	NA	90	7660′(847′)-1	NA
B			1¼		120	7660′(847′)-1¼	
C			2½		140	7660′(847′)-2½	
D			2¾		165	7680′(867′)-2¾	

TERPS AMEND 0 08 APR 2010

CHANGES: New procedure.

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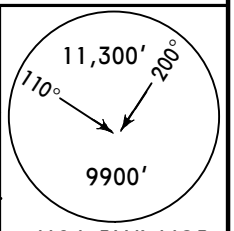
BRIEFING STRIP™

ASOS	DENVER Center	CASPER Radio	RAWLINS MUN/HARVEY UNICOM
118.52	132.1	122.2	CTAF 123.0

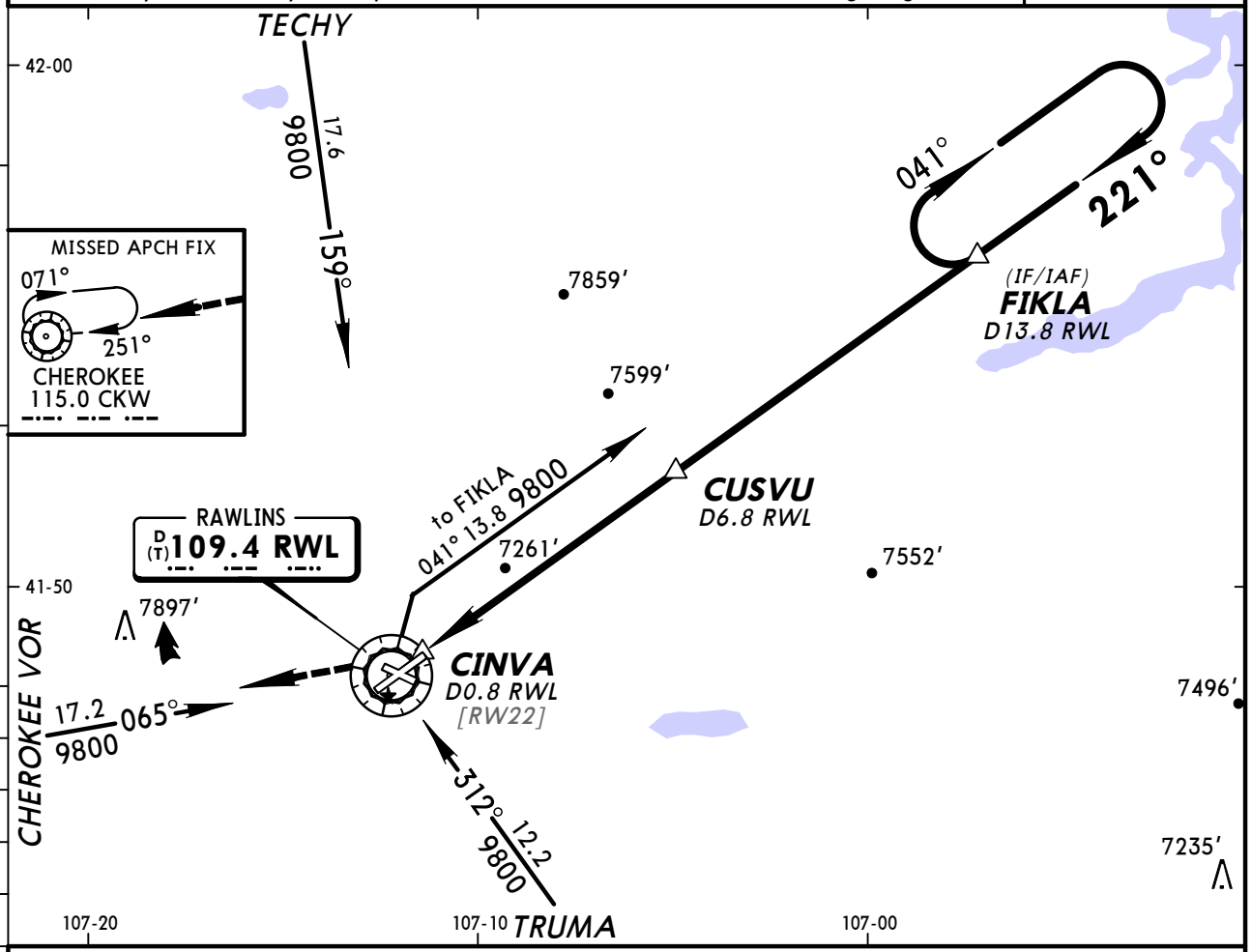
VOR	Final Apch Crs	Minimum Alt CUSVU	MDA(H)	Apt Elev 6813′
RWL 109.4	221°	8800′ (1987′)	7740′ (927′)	TDZE 6813′

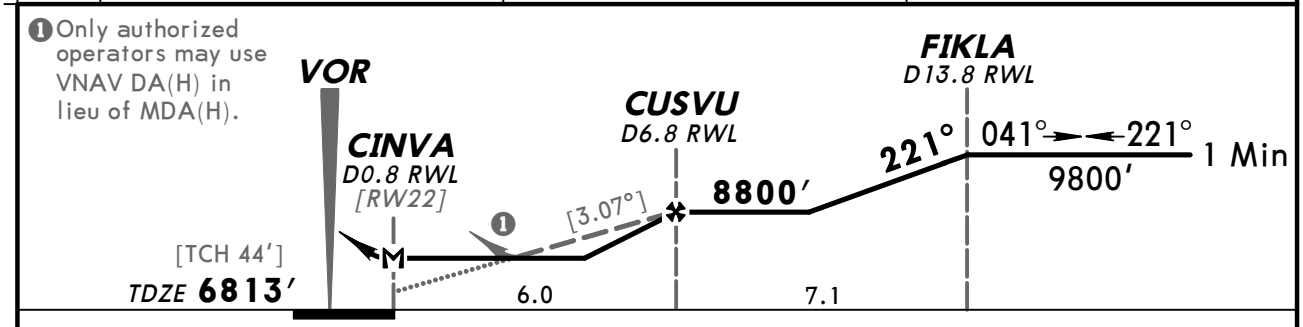
MISSED APCH: Climb to 11700′ direct CKW VOR and hold. Continue climb in hold to 11700′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 123.0.



MSA RWL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at CINVA						

REIL
VASI-L
11700′
CKW 115.0

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND Not Authorized Northwest of Rwy 4-22	
MDA(H) 7740′ (927′)		Max Kts	MDA(H)
A	1¼	90	7740′ (927′)-1¼
B		120	
C	2¾	140	7740′ (927′)-2¾
D	3	165	7740′ (927′)-3

TERPS AMEND 2 08 APR 2010

CHANGES: Procedure.

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General Information

Location: Saratoga WY USA
IATA Code: SAA
Lat/Long: N41° 26.6' W106° 49.7'
Elevation: 7015 ft

Airport Use: Public
Magnetic Variation: 9.9°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1345 Z
Sunset: 0055 Z,

Runway Information

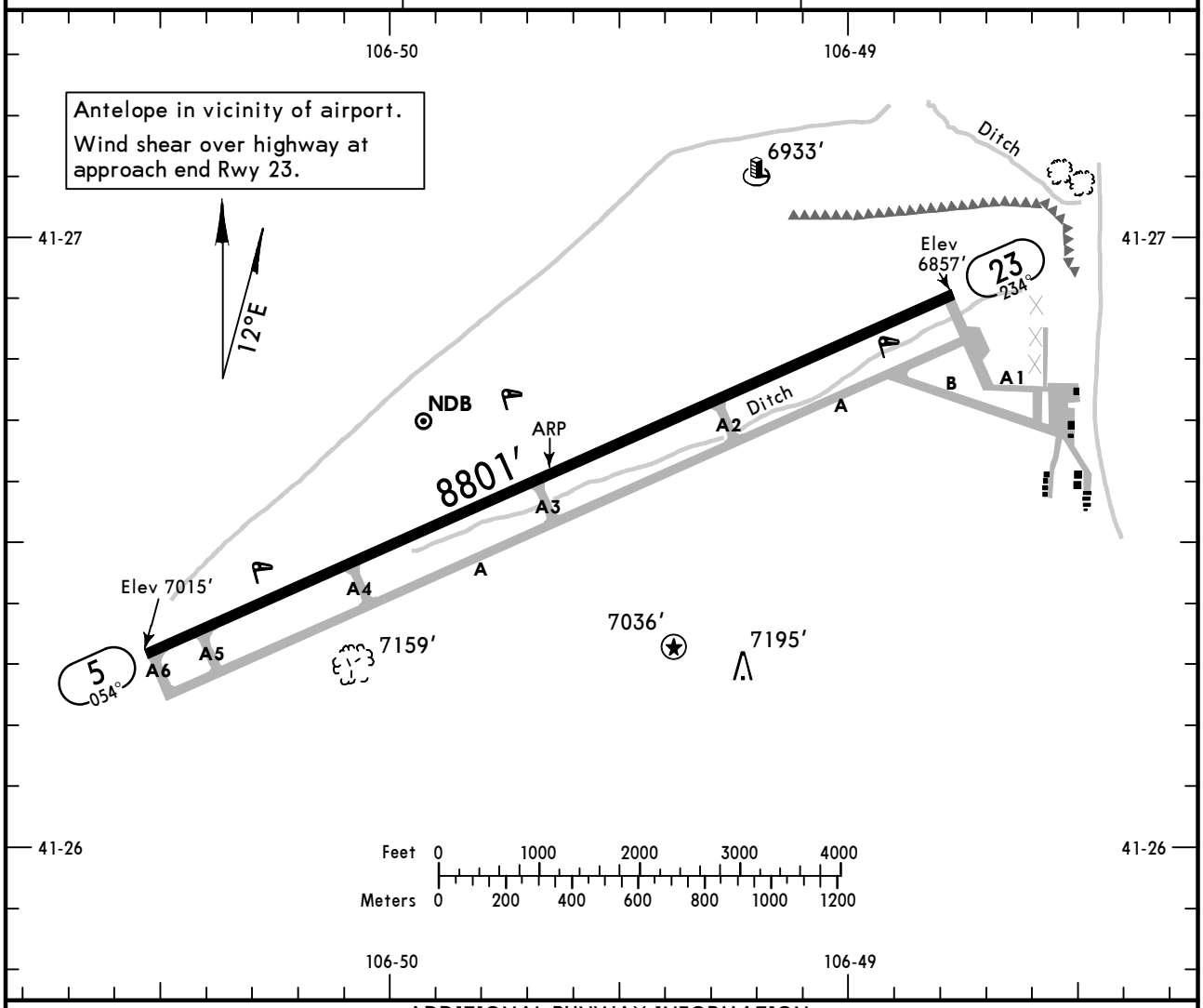
Runway: 05
Length x Width: 8801 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7015 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 8801 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6911 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 118.175
Shively Unicom 122.8 CTAF PCL
Denver Center 132.1 Remote Communications Air-Ground

AWOS-3	SHIVELY UNICOM	DENVER Center
118.17	CTAF 122.8	132.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ MIRL — porous friction course overlay				100′
23	❶ MIRL ❶ REIL ❶❷ PAPI-L — porous friction course overlay				

❶ Activate on 122.8.
❷ Angle 3.00°

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 5		Rwy 23			FOR FILING AS ALTERNATE
	Adequate Vis Ref	STD	With Mim climb of 220′/NM to 7400′ — Adequate Vis Ref	STD	Other	
1 & 2 Eng	1/4	1	1/4	1	400-1	A, B, C, D: NA
3 & 4 Eng		1/2		1/2		

OBSTACLE DP: Rwy 5: Turn LEFT heading 280°, Rwy 23 turn RIGHT heading 340°. All aircraft climb to 9000′ via 310° bearing from SAA NDB then continue climb on course.

AMEND 0

CHANGES: Airport elevation, Rwy 5/23 end elevations, PAPI angle.

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AWOS-3	DENVER Center	SHIVELY UNICOM
118.17	132.1	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt WEVOM	LPV DA(H) (CONDITIONAL)	Apt Elev 7015′
Ch 65820 W-05A	054°	9300′ (2285′)	7265′ (250′)	Rwy 5 7015′

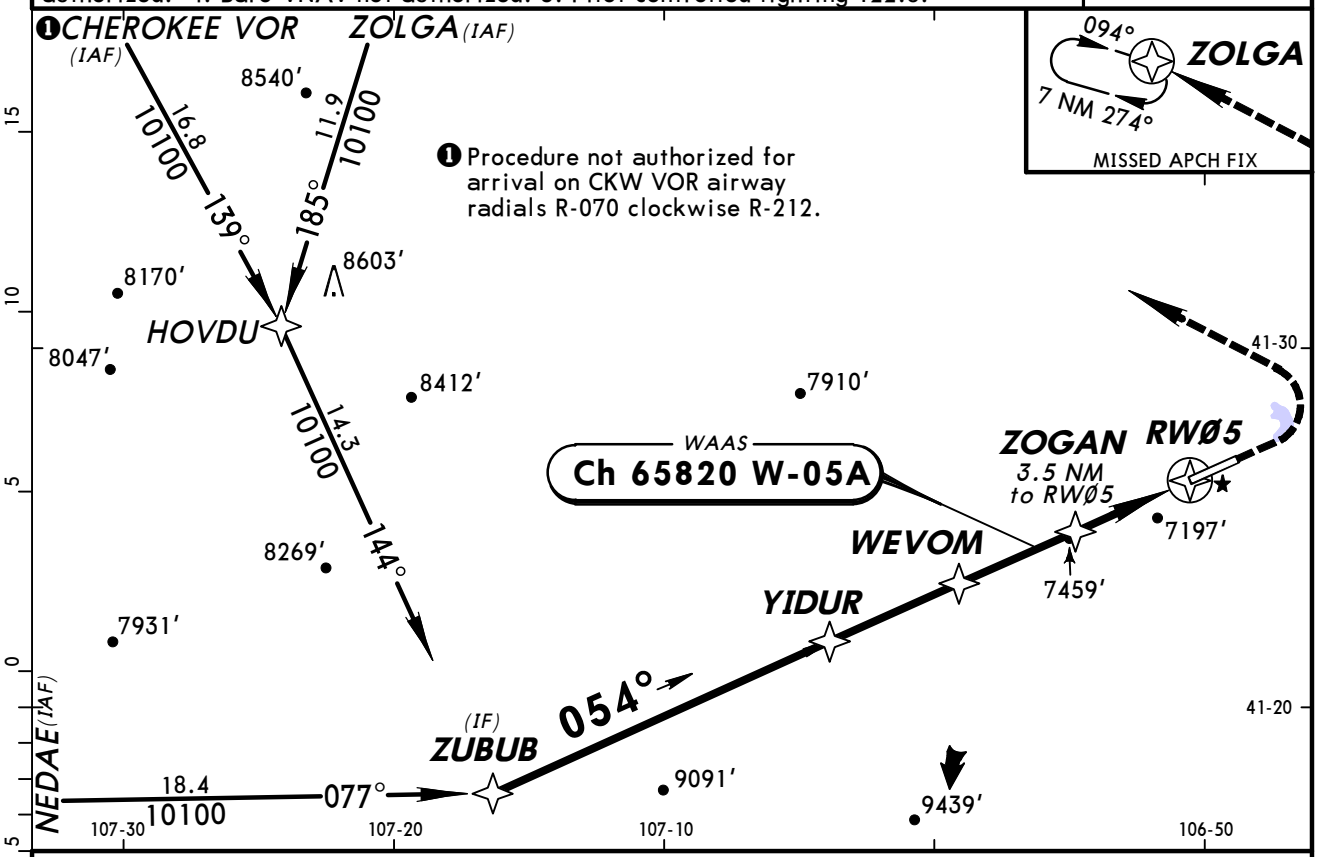
MISSED APCH: Climb to 7500′ then climbing LEFT turn to 11000′ direct ZOLGA and hold.

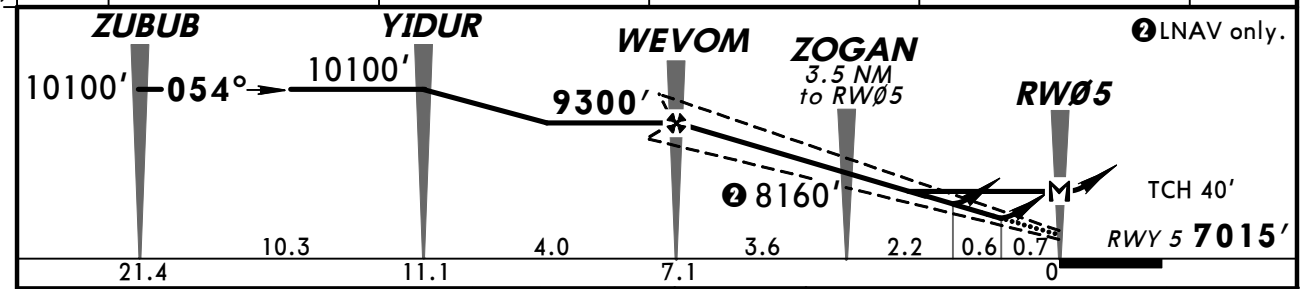
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rawlins altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Baro-VNAV not authorized. 5. Pilot controlled lighting 122.8.

13,300′
MSA RWØ5

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

7500′ ↑ | 11000′ LT ↰ | D→ | ZOLGA

STRAIGHT-IN LANDING RWY 5

With Local Altimeter Setting

	LPV DA(H) 7265′ (250′)	LNAV/VNAV DA(H) 7484′ (469′)	LNAV MDA(H) 7620′ (605′)
A	1	1⅝	1
B			
C			1¾
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	7620′ (605′)-1
120	
140	7620′ (605′)-1¾
165	7620′ (605′)-2

With Rawlins Altimeter Setting

	LPV DA(H) 7357′ (342′)	LNAV/VNAV DA(H) 7576′ (561′)	LNAV MDA(H) 7720′ (705′)
A	1⅛	2	1
B			
C			2
D			

With Rawlins Altimeter Setting

Max Kts	MDA(H)
90	7720′ (705′)-1
120	
140	7720′ (705′)-2
165	7720′ (705′)-2¼

TERPS AMEND 0 30 JUN 2011

CHANGES: New procedure.

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AWOS-3	DENVER Center	SHIVELY UNICOM
118.17	132.1	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	151°	WIVID 8800′ (1785′)	Refer to Minimums	7015′

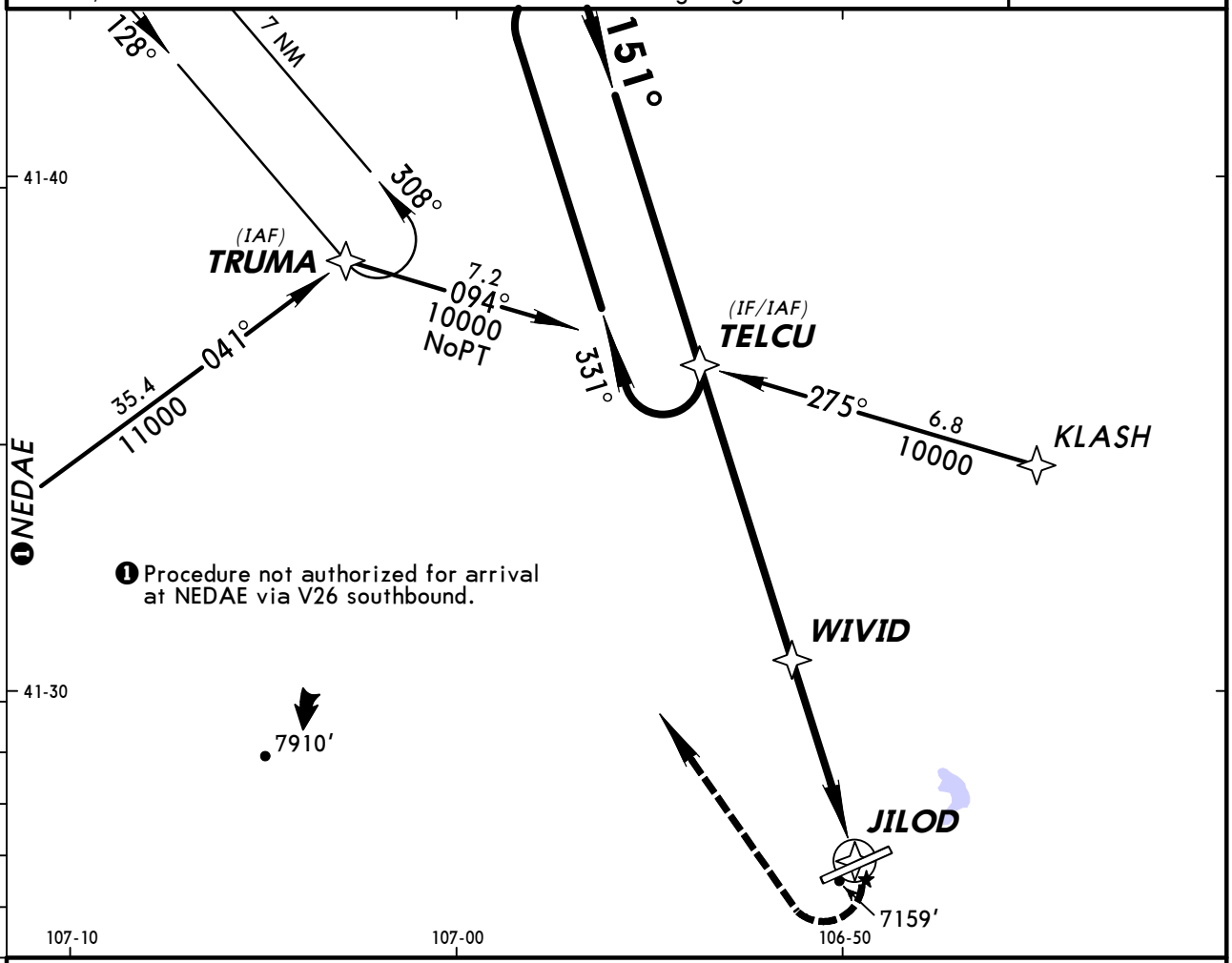
MISSED APCH: Climbing RIGHT turn to 10000′ direct TRUMA and hold. When authorized by ATC, climb-in-hold to 13000′.

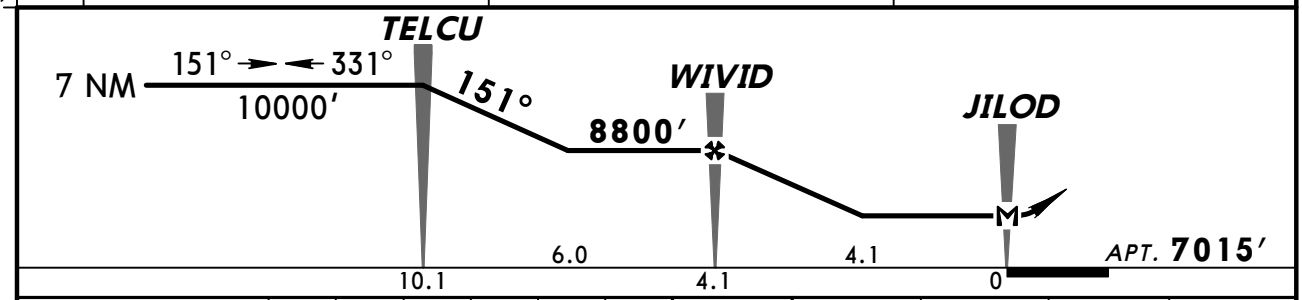
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rawlins altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.

13,300′
MSA JILOD

BRIEFING STRIP ™





MAP at JILOD	Lighting - Refer to Airport Chart	10000′ RT	D	TRUMA

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Rawlins Altimeter Setting MDA(H)
A	90	7600′(585′)-1	7880′(865′)-1
B	120		
C	140	7620′(605′)-1¾	7900′(885′)-1¾
D	165	7620′(605′)-2	7900′(885′)-2

TERPS AMEND 0

CHANGES: Chart reindexed, airport elevation.

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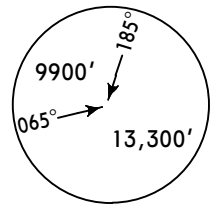
AWOS-3	DENVER Center	SHIVELY UNICOM
118.17	132.1	CTAF 122.8

NDB SAA	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev
266	150°			7015′

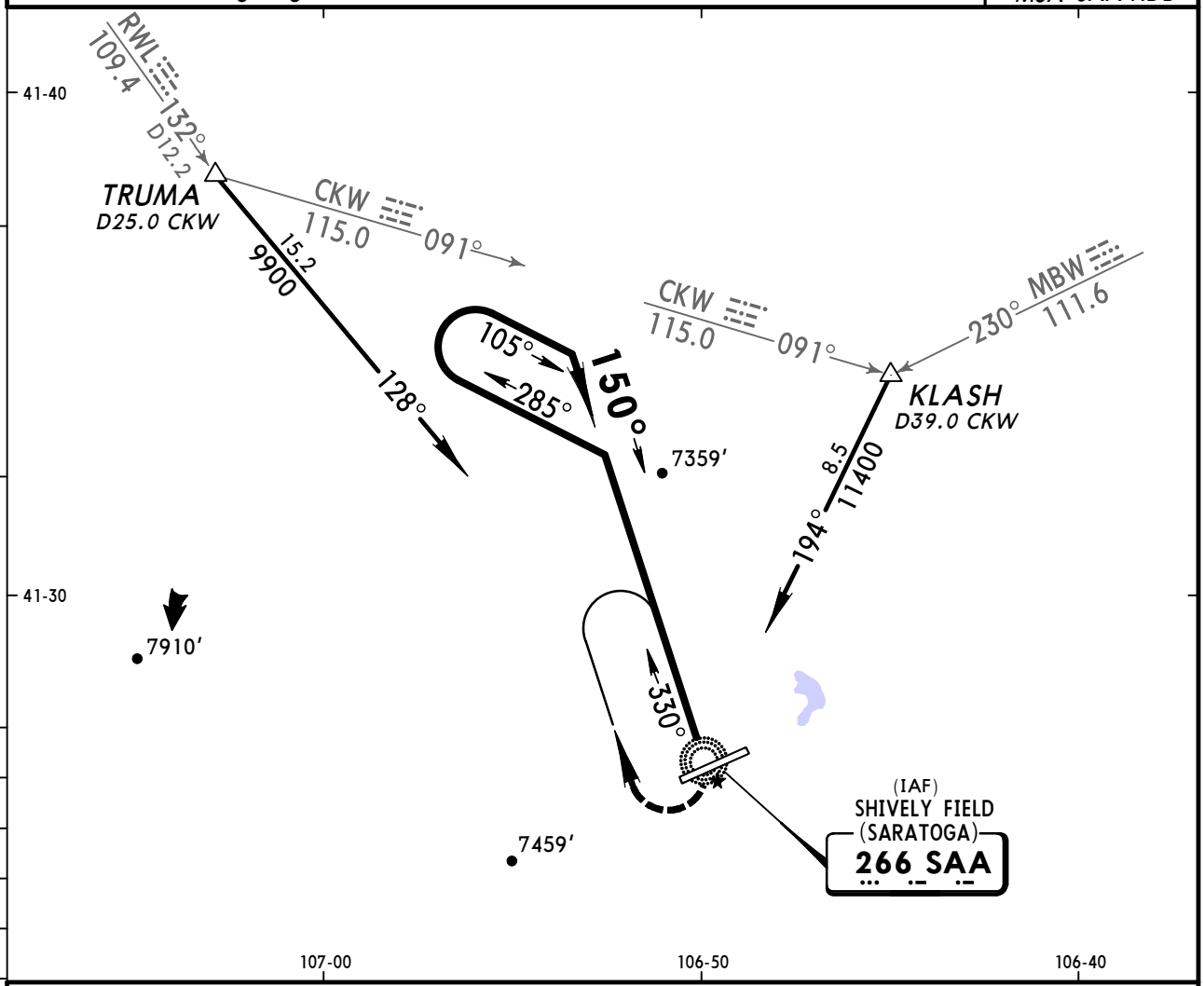
MISSED APCH: Climbing RIGHT turn to 10000′ in SAA NDB holding pattern.

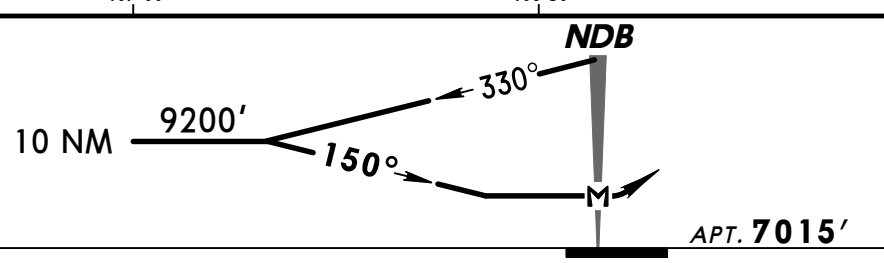
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rawlins altimeter setting.
2. Pilot controlled lighting 122.8.



MSA SAA NDB





MAP at NDB							Lighting - Refer to Airport Chart	10000′ RT	in SAA 266 HOLDING PATTERN

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Rawlins Altimeter Setting MDA(H)
A	90	7720′(705′) -1¼	8000′(985′) -1¼
B	120		
C	140	7720′(705′) -2	8000′(985′) -2
D	165	7720′(705′) -2¼	8000′(985′) -2¼

AMEND 1

TERPS

CHANGES: Airport elevation.

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General Information

Location: Sheridan WY USA
IATA Code: SHR
Lat/Long: N44° 46.2' W106° 58.8'
Elevation: 4021 ft

Airport Use: Public
Magnetic Variation: 10.4°E
Sectional Chart: Billings

Fuel Types: 100-130 Octane, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1349 Z
Sunset: 0052 Z,

Runway Information

Runway: 05
Length x Width: 5039 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4021 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 8301 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4014 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 5039 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3981 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 8301 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3985 ft
Lighting: Edge, ALS, Pilot controlled

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Communication Information

ASOS 135.175
Sheridan Co Unicom 123.0 CTAF PCL
Casper Flight Service Station 122.5 RCO
Salt Lake City Center 127.75 Remote Communications Air-Ground

KSHR/SHR

Apt Elev **4021′**

N44 46.2 W106 58.8

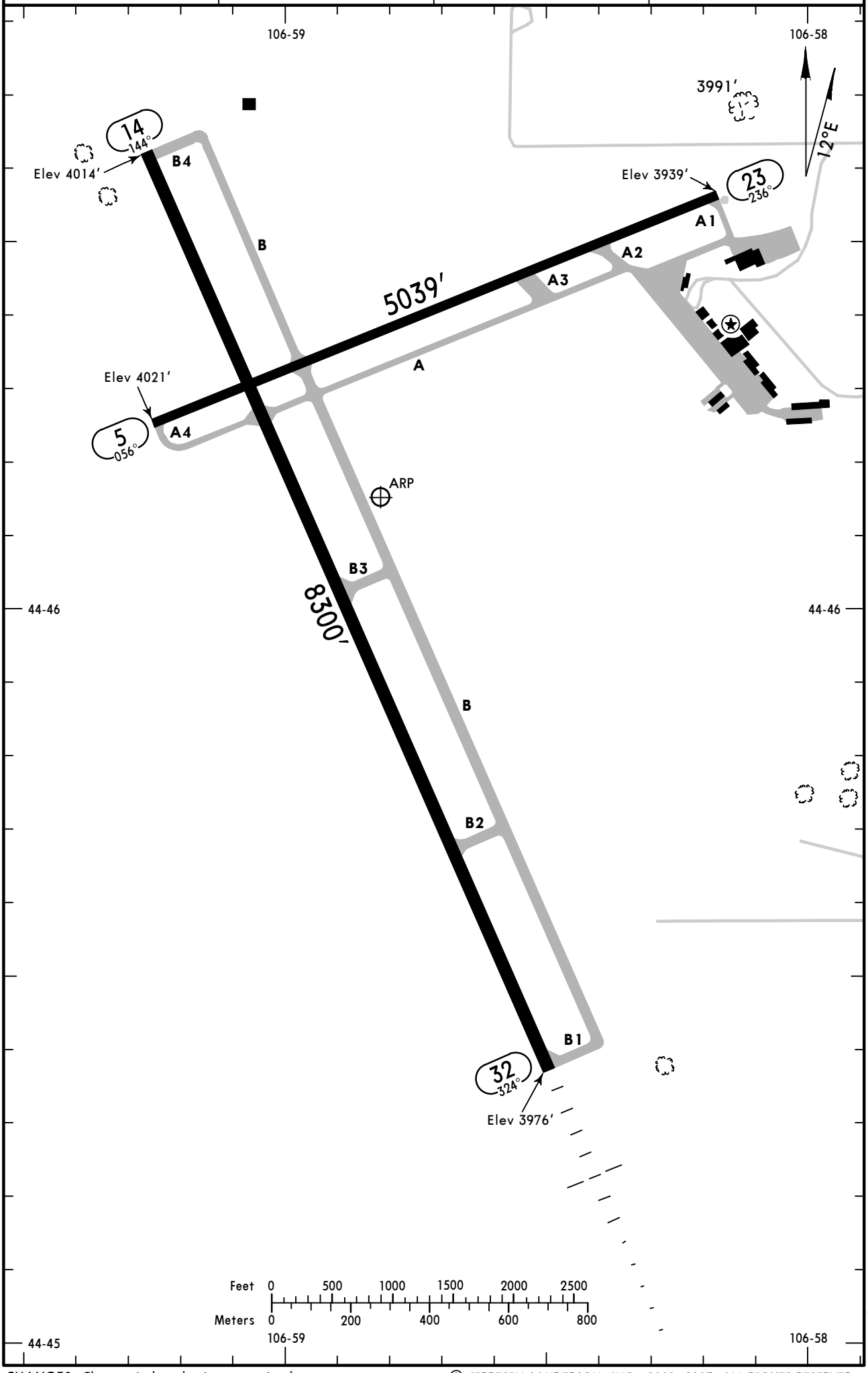
JEPPESEN

9 MAR 07 (10-9) **Eff 15 Mar**

SHERIDAN, WYO

SHERIDAN CO

ASOS	CASPER Radio	SHERIDAN CO UNICOM	SALT LAKE Center
135.17	122.5	CTAF 123.0	127.75



AMEND 3

CHANGES: Chart reindexed, airport revised.

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GENERAL
Fixed wing aircraft restricted to runways and taxiways only.
Glider activity in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 23	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°) grooved				75′

❶ Activate on 123.0.

14 ❷ 32	❸ HIRL ❸ REIL ❸ PAPI-L (angle 3.0°)				100′
	❸ HIRL ❸ MALSR ❸ PAPI-L (angle 3.0°)		7309′		

❷ Porous friction course overlay.
❸ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 32		1 Rwy 14			
	Adequate Vis Ref	STD	With Mim climb of 263′/NM to 5100′ Adequate Vis Ref	STD	Other	For climb in visual conditions
1 & 2 Eng	1/4	1	1/4	1	800-3	1400-3
3 & 4 Eng		1/2		1/2		

	1 Rwy 5				1 Rwy 23			
	With Mim climb of 318′/NM to 5100′ Adequate Vis Ref	STD	Other	For climb in visual conditions	With Mim climb of 348′/NM to 5100′ Adequate Vis Ref	STD	Other	For climb in visual conditions
1 & 2 Eng	1/4	1	700-3	1400-3	1/4	1	900-3	1400-3
3 & 4 Eng		1/2				1/2		

1 Climb in visual conditions not authorized at night.

OBSTACLE DP

Rwy 5 climbing left turn via SHR VOR R-106 to SHR VOR, or climb in visual conditions to cross Sheridan Co airport northwest bound at or above 5300′, then via SHR VOR R-126 to SHR VOR, thence climb in holding pattern (hold northwest, left turns, 133° inbound) to cross SHR VOR at or above airway MEA for route of flight.
Rwy 14 climbing left turn via heading 320° and SHR VOR R-106 to SHR VOR, or climb in visual conditions to cross Sheridan Co airport northwest bound at or above 5300′, then via SHR VOR R-126 to SHR VOR, thence climb in holding pattern (hold northwest, left turns, 133° inbound) to cross SHR VOR at or above airway MEA for route of flight.
Rwy 23 climbing right turn via SHR VOR R-153 to SHR VOR, or climb in visual conditions to cross Sheridan Co airport northwest bound at or above 5300′, then via SHR VOR R-126 to SHR VOR, thence climb in holding pattern (hold northwest, left turns, 133° inbound) to cross SHR VOR at or above airway MEA for route of flight.
Rwy 32 climb via heading 320° and SHR VOR R-126 to SHR VOR, thence climb in holding pattern (hold northwest, left turns, 133° inbound) to cross SHR VOR at or above airway MEA for route of flight.

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	ILS DME Rwy 32	LOC DME Rwy 14 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR Rwy 14
A	600-2	800-2
B		
C		
D	800-2¼	800-2¼

AMEND 3

CHANGES: New chart.

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ILS or LOC DME Rwy 32

ASOS	SALT LAKE Center	CASPER Radio	SHERIDAN CO UNICOM
135.17	127.75	122.5	CTAF 123.0

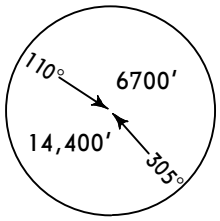
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4021′
ISHR 108.7	323°	FEKLI 7300′ (3315′)	4185′ (200′)	TDZE 3985′

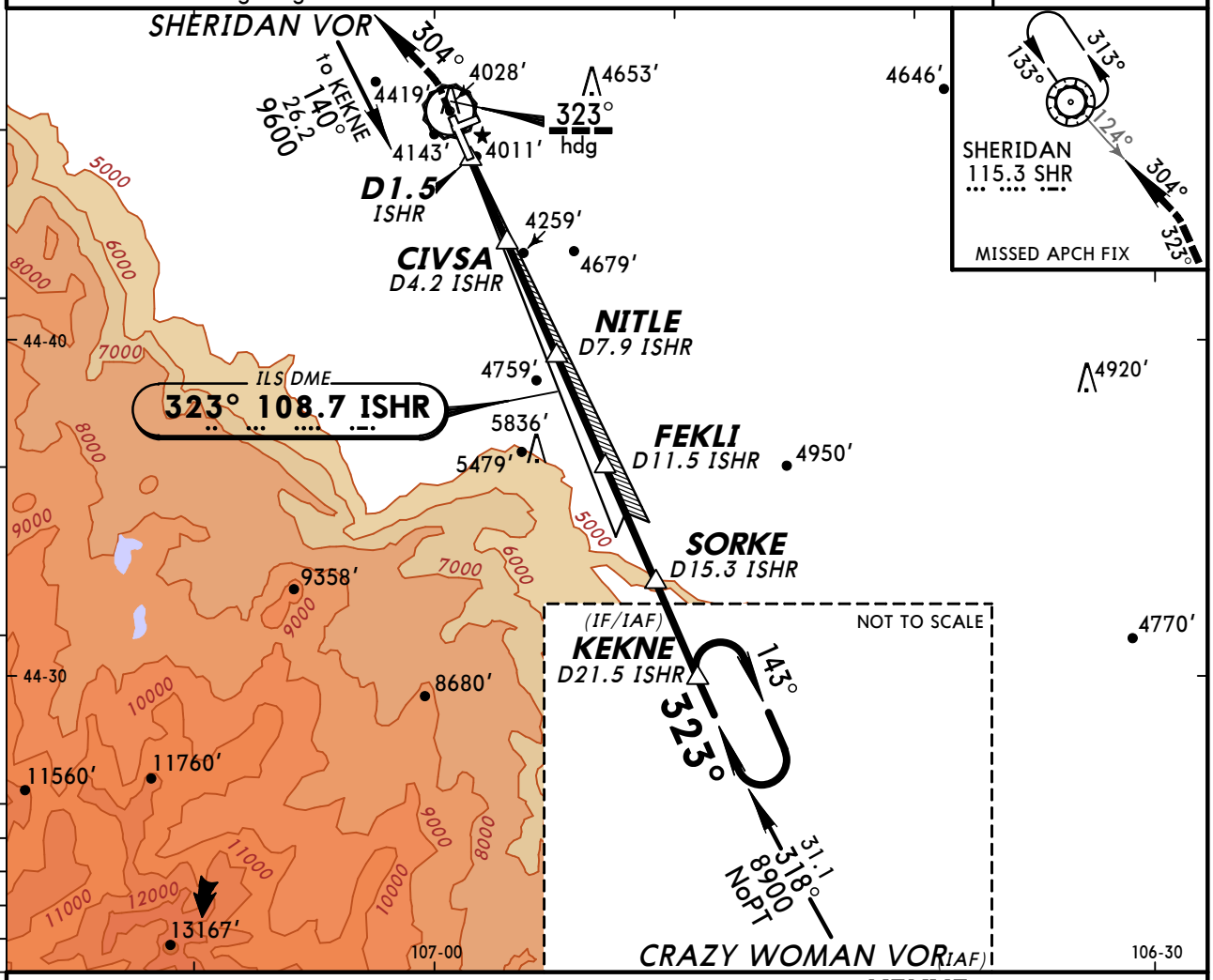
MISSED APCH: Climb to 7000′ via 323° heading and SHR VOR R-124 to SHR VOR and hold, continue climb-in-hold to 7000′.

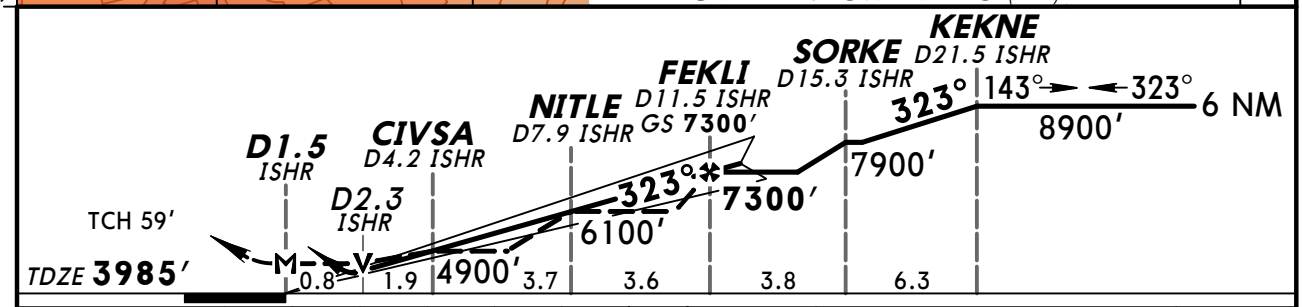
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME required.** 2. If local altimeter setting not received, procedure not authorized.
3. When VGSI inop, circling Rwys 5 and 23 not authorized at night.
4. Pilot controlled lighting 123.0.



MSA SHR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 ISHR						

MALSR PAPI **7000′** ↑ via **323°** hdg and SHR **115.3** **R-124** SHR **115.3**

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 4185′ (200′) FULL	ILS DA(H) 4185′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 4260′ (275′)	LOC (GS out) MDA(H) 4260′ (275′) RAIL out	LOC (GS out) MDA(H) 4260′ (275′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4580′ (559′)-1
120	4600′ (579′)-1
140	4620′ (599′)-1 1/2
165	4740′ (719′)-2 1/4

AMEND 1 TERPS

CHANGES: Printing sequence, procedure.

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BRIEFING STRIP ™

ASOS	SALT LAKE Center	CASPER Radio	SHERIDAN CO UNICOM
135.17	127.75	122.5	CTAF 123.0

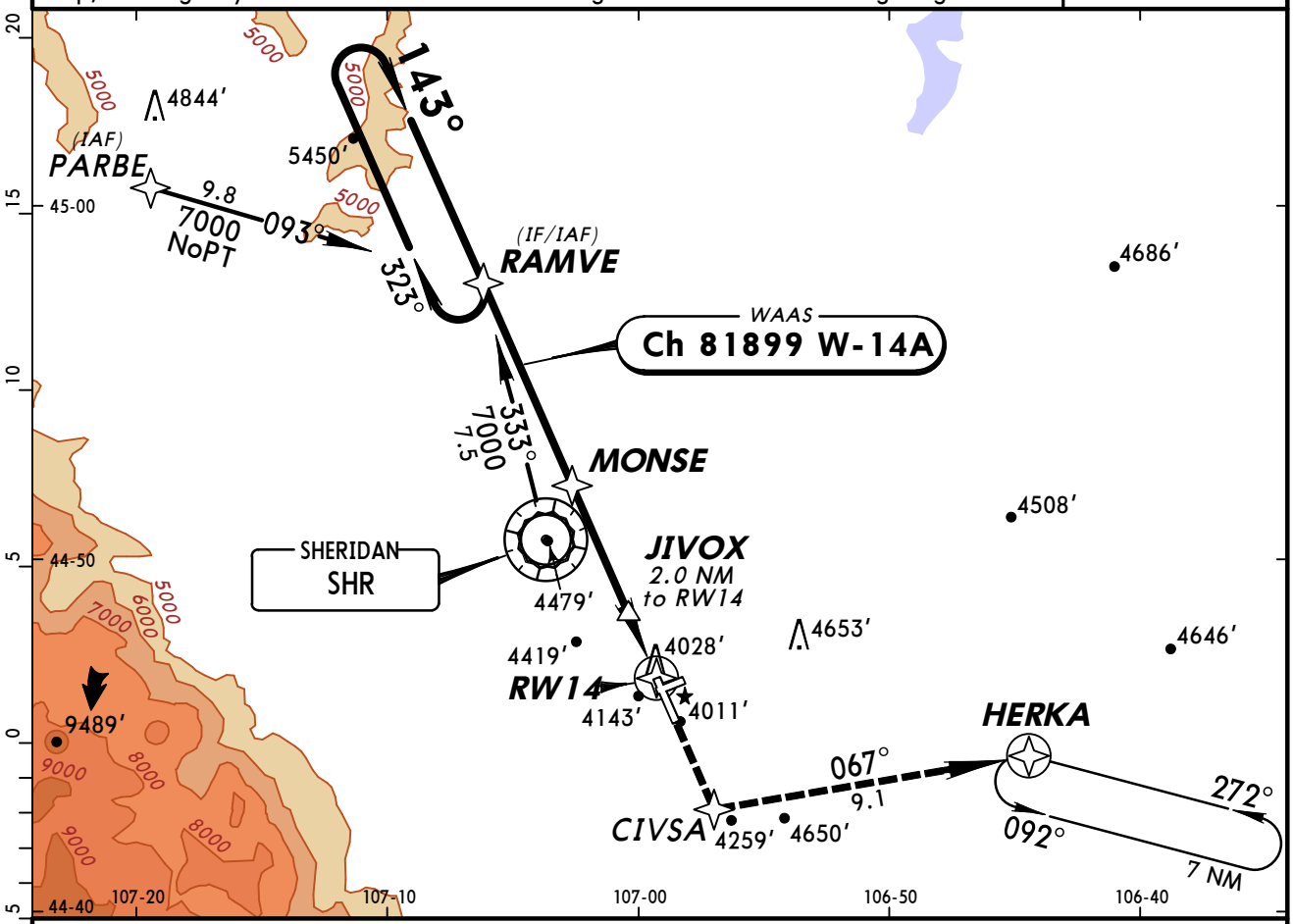
WAAS	Final Apch Crs	Minimum Alt MONSE	LPV DA(H)	Apt Elev 4021′
Ch 81899 W-14A	143°	6000′ (1986′)	4264′ (250′)	TDZE 4014′

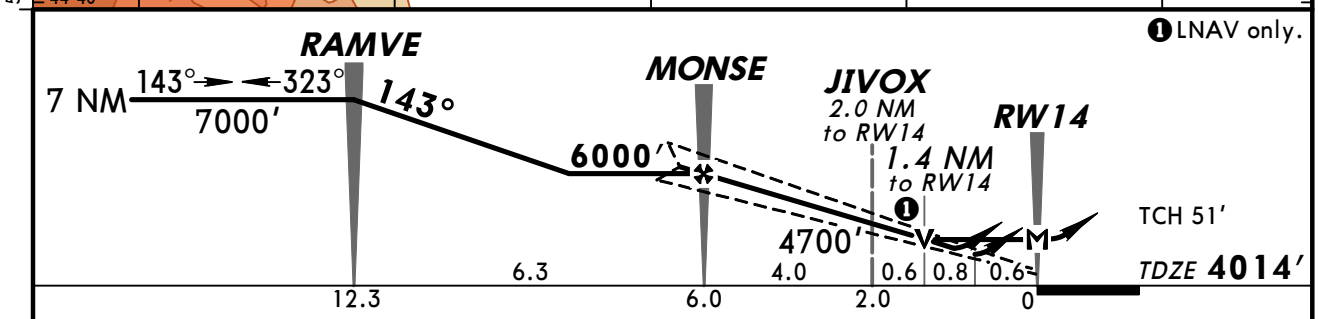
MISSED APCH: Climb to 7000′ direct CIVSA and via 067° track to HERKA and hold, continue climb-in-hold to 7000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP -0.3 not authorized. 3. Baro-VNAV not authorized below -23°C (-9°F). 4. When VGSI inop, circling Rwys 5 and 23 not authorized at night. 5. Pilot controlled lighting 123.0.

14,400′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

7000′

CIVSA

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 4264′ (250′)	LNAV/VNAV DA(H) 4419′ (405′)	LNAV MDA(H) 4500′ (486′)
A	3/4	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4580′ (559′) - 1½
120	4600′ (579′) - 1½
140	4620′ (599′) - 1½
165	4740′ (719′) - 2¼

AMEND TERPS 0

CHANGES: New procedure.

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ASOS	SALT LAKE Center	CASPER Radio	SHERIDAN CO UNICOM
135.17	127.75	122.5	CTAF 123.0

BRIEFING STRIP™

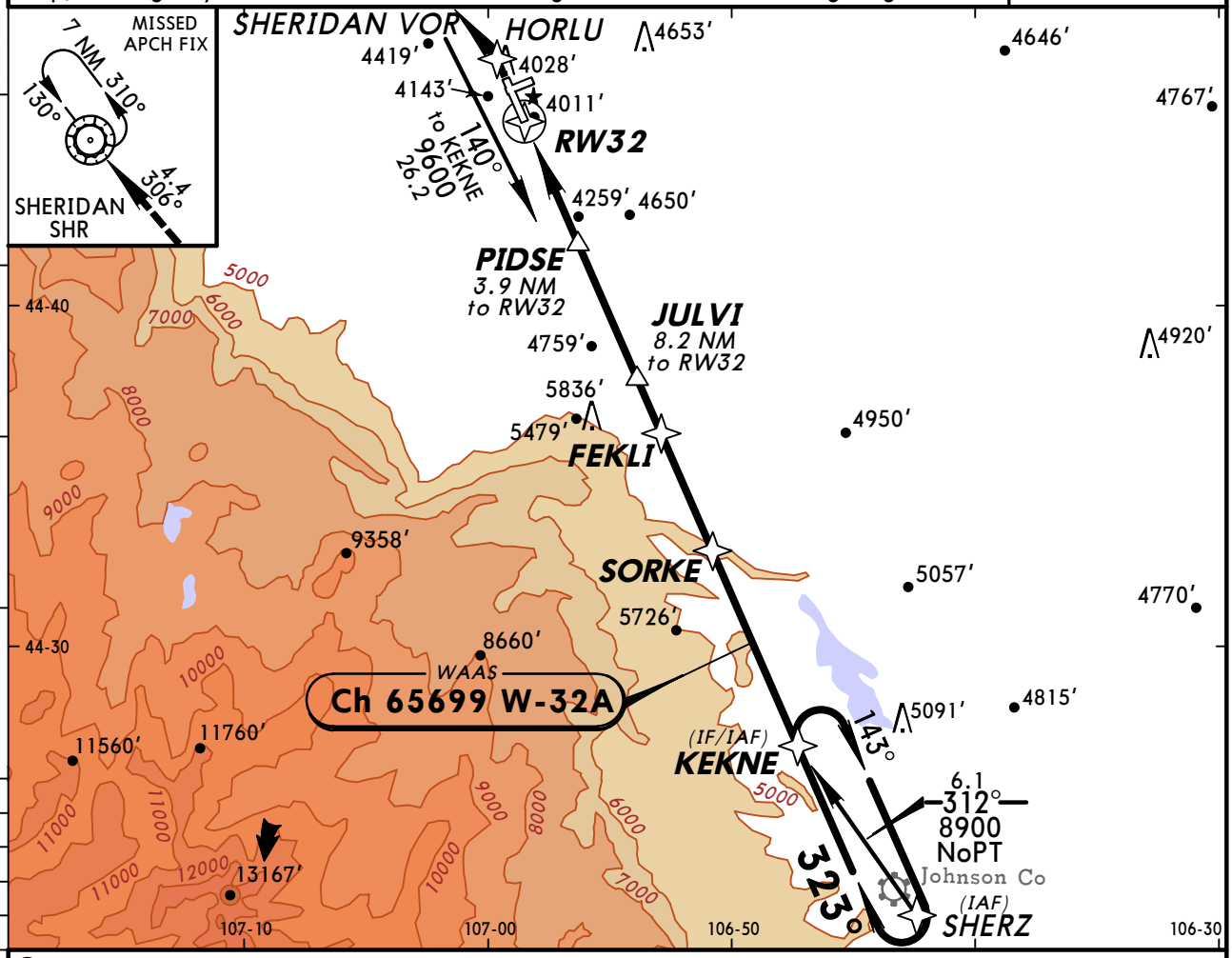
WAAS	Final Apch Crs	Minimum Alt FEKLI	LPV DA(H)	Apt Elev 4021′
Ch 65699 W-32A	323°	7300′ (3315′)	4235′ (250′)	TDZE 3985′

MISSED APCH: Climb to 7000′ direct HORLU and via 306° track to SHR VOR and hold, continue climb-in-hold to 7000′.

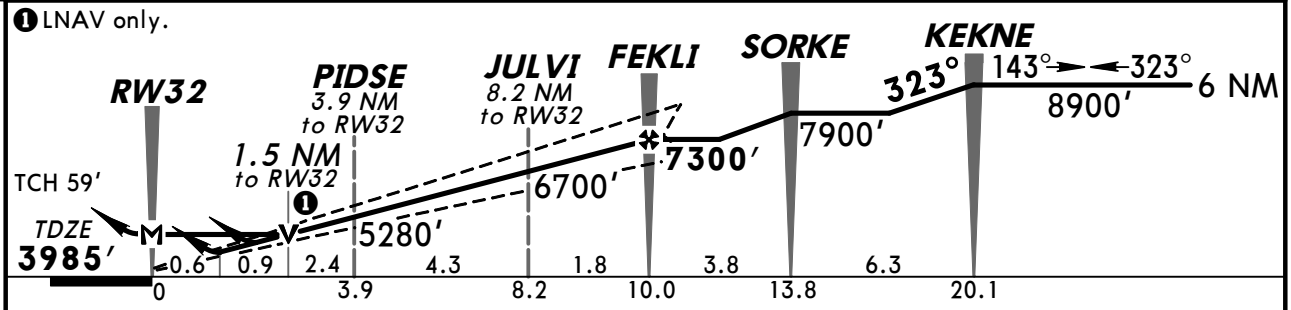
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP -0.3 not authorized. 3. Baro-VNAV not authorized below -23°C (-9°F). 4. When VGSI inop, circling Rwys 5 and 23 not authorized at night. 5. Pilot controlled lighting 123.0.

14,400′
MSA RW32



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR
PAPI
7000′
HORLU

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 4235′ (250′) FULL	LPV RAIL or ALS out	LNAV/VNAV DA(H) 4426′ (441′) RAIL out	LNAV/VNAV ALS out	LNAV MDA(H) 4520′ (535′) RAIL out	LNAV ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1
B						
C					1	1 1/2
D					1 1/4	1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4580′ (559′) - 1 1/2
120	4600′ (579′) - 1 1/2
140	4620′ (599′) - 1 1/2
165	4740′ (719′) - 2 1/4

TERPS AMENDO

CHANGES: New procedure.

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ASOS	SALT LAKE Center	CASPER Radio	SHERIDAN CO UNICOM
135.17	127.75	122.5	CTAF 123.0

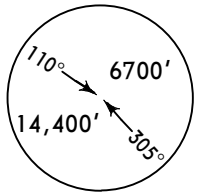
BRIEFING STRIP™

VOR SHR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev / TDZE
115.3	128°	5700′ (1686′)	4680′ (666′)	4021′ / 4014′

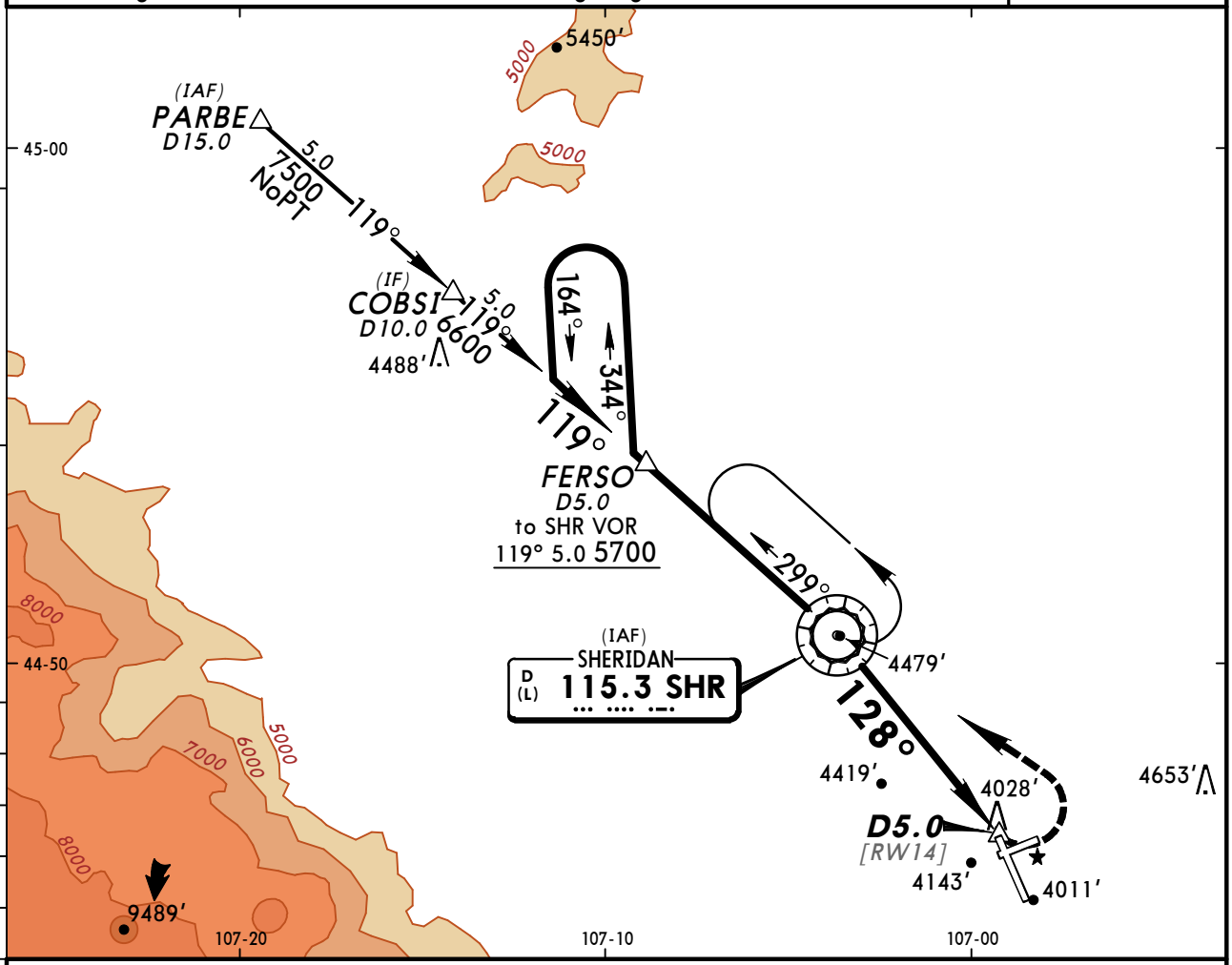
MISSED APCH: Climbing LEFT turn to 7000′ direct SHR VOR and hold, continue climb-in-hold to 7000′.

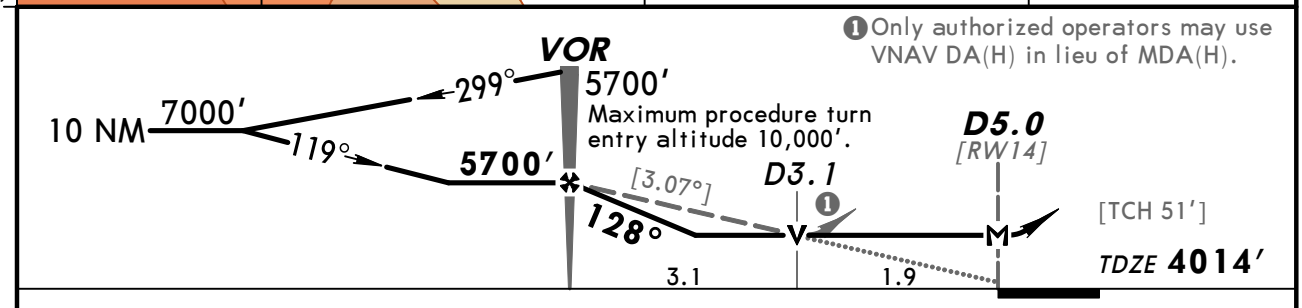
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angle not coincident. 3. Pilot controlled lighting 123.0.



MSA SHR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at D5.0 or VOR to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

7000′ LT

SHR 115.3

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 4680′ (666′)		Max Kts	MDA(H)
A	1	90	4680′ (659′)-1
B		120	
C	1¾	140	4680′ (659′)-1¾
D	2	165	4740′ (719′)-2¼

AMEND 1 TERPS

CHANGES: Procedure.

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General Information

Location: Worland WY USA
IATA Code: WRL
Lat/Long: N43° 57.8' W107° 57.0'
Elevation: 4252 ft

Airport Use: Public
Magnetic Variation: 10.8°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1352 Z
Sunset: 0057 Z,

Runway Information

Runway: 04
Length x Width: 2241 ft x 60 ft
Surface Type: turf
TDZ-Elev: 4225 ft

Runway: 10
Length x Width: 2501 ft x 60 ft
Surface Type: turf
TDZ-Elev: 4225 ft

Runway: 16
Length x Width: 7001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4202 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 2241 ft x 60 ft
Surface Type: turf
TDZ-Elev: 4225 ft

Runway: 28
Length x Width: 2501 ft x 60 ft
Surface Type: turf
TDZ-Elev: 4225 ft

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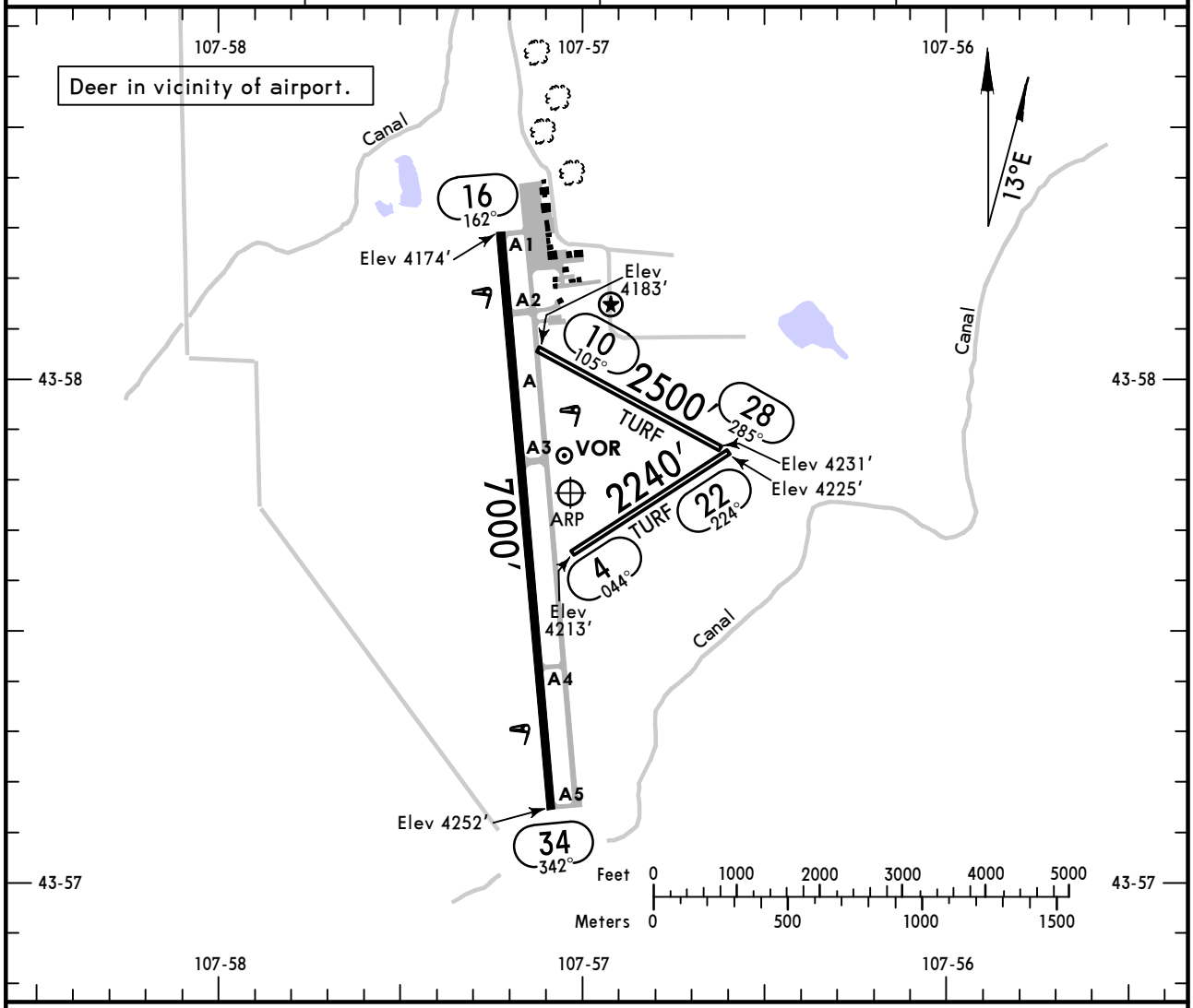
Runway: 34
Length x Width: 7001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4252 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 135.475
Worland Mun Unicom 123.05 CTAF PCL
Casper Flight Service Station 122.4 RCO
Salt Lake City Center 133.25 RCO

ASOS	CASPER Radio	WORLAND MUN UNICOM	SALT LAKE Center (R)
135.47	122.4	CTAF 123.05	133.25



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ❶ 22					60′
10 ❶ 28					60′
16 / 34	❷ MIRL ❷ REIL PAPI-L (angle 3.00°) / ❷ MIRL ❷ REIL ❷ PAPI-L (angle 3.00°) — porous friction course overlay				100′

❶ Runway closed from October 30 to March 30.
❷ Activate on 123.05.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 34		Rwy 16			Rwys 4, 10, 22, 28
	Adequate Vis Ref	STD	With Mim climb of 230′/NM to 4600′ Adequate Vis Ref	STD	Other	
1 & 2 Eng	1/4	1	1/4	1	300-2	NA
3 & 4 Eng		1/2		1/2		

FOR FILING AS ALTERNATE

A, B	800-2
C, D	800-2½

OBSTACLE DP: All aircraft climb to 5000′, then direct RLY VOR. Aircraft departing RLY VOR R-061 clockwise R-349 climb on course. All others continue climb in RLY VOR holding pattern (hold north, right turns, 159° inbound) to cross RLY VOR at or above 7000′.

AMEND 1

CHANGES: Airport revised, lighting.

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BRIEFING STRIP™

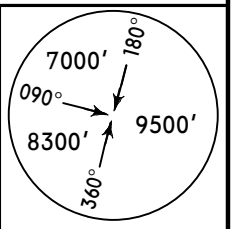
ASOS	SALT LAKE Center (R)	CASPER Radio	WORLAND MUN UNICOM
135.47	133.25	122.4	CTAF 123.05

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4252′
RLY 114.8	159°	D3.0 4960′ (758′)	(CONDITIONAL) 4600′ (398′)	TDZE 4202′

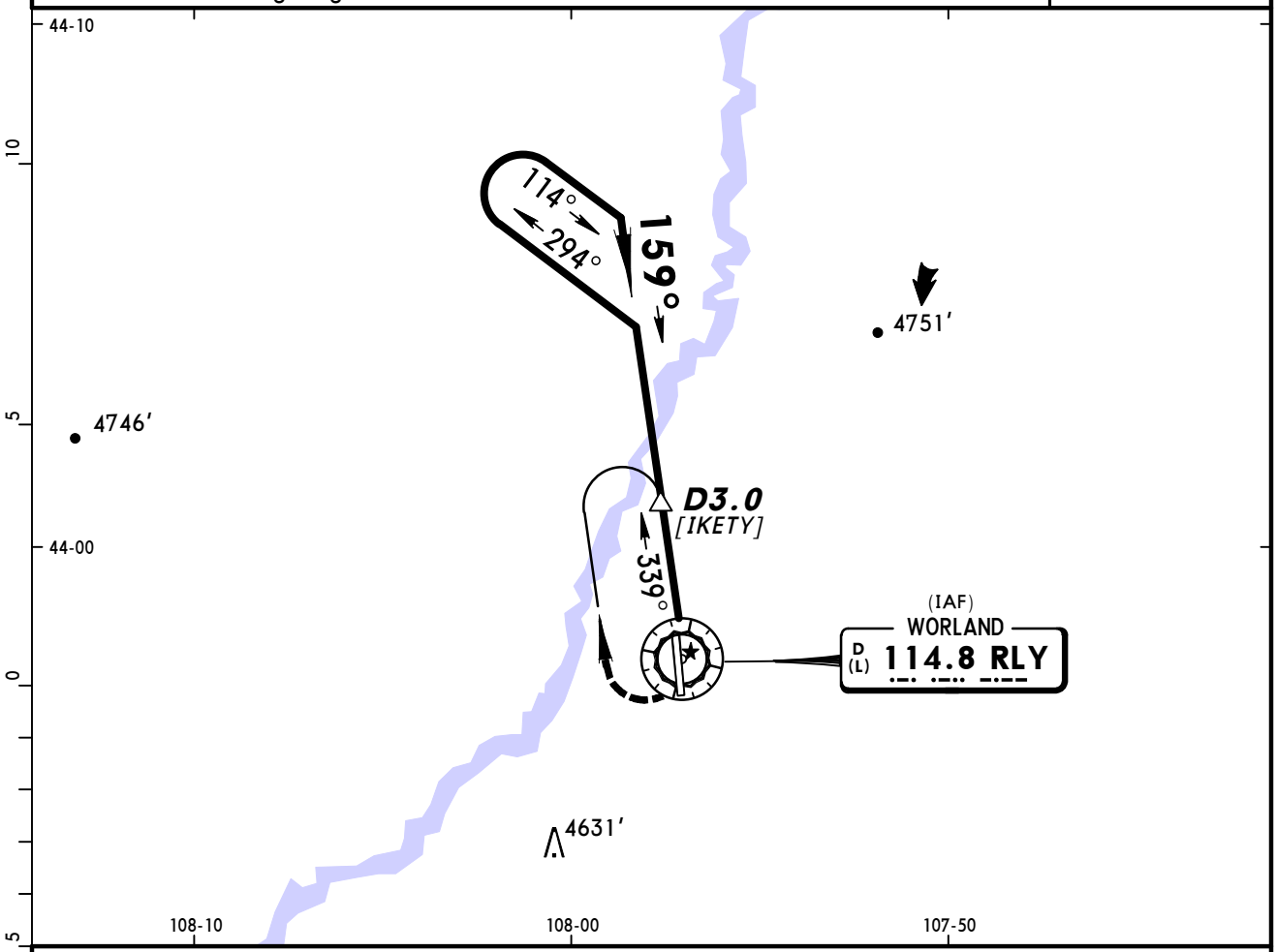
MISSED APCH: Climbing RIGHT turn to 6800′ in RLY VOR holding pattern.

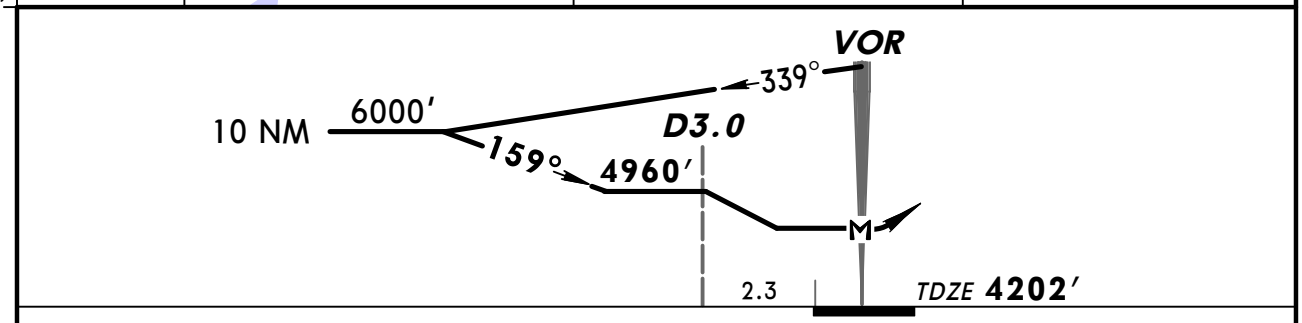
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.05.



MSA RLY VOR





								REIL	6800′	RLY 114.8
								PAPI-L	RT	in HOLDING PATTERN
MAP at VOR										

TERPS

	STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND		
	MDA(H) 4600′(398′) With D3.0	MDA(H) 4960′(758′) Without D3.0	Max Kts	With D3.0 MDA(H)	Without D3.0 MDA(H)
A	1	1	90	4840′(588′)-1	4960′(708′)-1
B		1¼	120	4900′(648′)-1	4960′(708′)-1¼
C	1¼	2¼	140	4900′(648′)-2	4960′(708′)-2¼
D		2½	165	4900′(648′)-2¼	4960′(708′)-2½

AMEND 5C

CHANGES: Airport elevation, TDZE.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

AFTON, WY (AFTON MUN - KAFO)

BIG PINEY, WY (MILEY MEMORIAL FIELD - KBPI)

CODY, WY (YELLOWSTONE REGL - KCOD)

CASPER, WY (CASPER/NATRONA CO INTL - KCPR)

CHEYENNE, WY (CHEYENNE REGIONAL/ JERRY OLSON - KCYS)

DOUGLAS, WY (CONVERSE CO - KDGW)

KEMMERER, WY (KEMMERER MUN - KEMM)

EVANSTON, WY (EVANSTON-UINTA CO BURNS - KEVW)

GILLETTE, WY (GILLETTE-CAMPBELL CO - KGCC)

GREYBULL, WY (SOUTH BIG HORN CO - KGEY)

PINEDALE, WY (WENZ - KPNA)

LARAMIE, WY (LARAMIE REGL - KLAR)

RIVERTON, WY (RIVERTON REGL - KRIW)

ROCK SPRINGS, WY (ROCK SPRINGS-SWEETWATER - KRKS)

RAWLINS, WY (RAWLINS MUN/HARVEY - KRWL)

SARATOGA, WY (SHIVELY - KSAA)

SHERIDAN, WY (SHERIDAN CO - KSHR)

WORLAND, WY (WORLAND MUN - KWRL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAFO

No Chart Change Notices for Airport KBPI

No Chart Change Notices for Airport KCOD

Chart Change Notices for Airport KCPR

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Airport name changed to Casper/Natrona Co Intl.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(13-1) VOR DME Rwy 3 R-204 from DDY VOR at CHOMP D36.0 changed to R-205.

No Chart Change Notices for Airport KCYS

No Chart Change Notices for Airport KDGW

No Chart Change Notices for Airport KEMM

No Chart Change Notices for Airport KEVW

Chart Change Notices for Airport KGCC

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 34 MM decmsnd.

No Chart Change Notices for Airport KGEY

No Chart Change Notices for Airport KLAR

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No Chart Change Notices for Airport KPNA

No Chart Change Notices for Airport KRIW

No Chart Change Notices for Airport KRKS

No Chart Change Notices for Airport KRWL

No Chart Change Notices for Airport KSAA

No Chart Change Notices for Airport KSHR

No Chart Change Notices for Airport KWRL