

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/27/2025	APWS Task ID: 1C9AE6A8986248D89C52C75D71A6F520	APWS Project ID: 0F3D45DED0D04EFC9B7238CF2EE830D1
Procedure: RNAV (GPS) RWY 4 AMDT 2		Enroute: NO	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KCOD			Airport City: CODY		State: WY
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA USED.</div> <div>WAIVER (1): TO NOT DEVELOP A CAPTURE FIX.</div> <div>LOA (1): FOR PRECIPITOUS POINT VALUE (PPV) ADJUSTMENT APPLIED TO INTERMEDIATE SEGMENT ALTITUDES.</div> <div>CRC REMAINDER CHANGED FROM 45077E73 TO ECA3577F.</div> <div>CONTACT CASEY HILL: AJV-A431, (405) 954-0624.</div> <div><div>07/23/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/12/2025.</div><div>8260-1:</div><div>1. SECTION 3: CORRECTED TYPO FROM "3.50 DEGREE GPS TO "3.50 DEGREE GPA."</div><div>2. SECTION 3: DELETED THE THIRD AND FOURTH SENTENCES.</div><div>3. SECTION 5: REVISED AND ADDED LAST TWO SENTENCES OF SECTION 3.</div><div>8260-3:</div><div>1. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST: 5580 AAO 442815N/1090529W" TO "FAS OBST: 5580 AAO 442815N/1090529W."</div><div><div>10/06/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/19/2025.</div><div>8260-3:</div><div>1. ADDITIONAL FLIGHT DATA: DELETED "FAC 160 FEET R OF RWY C/L EXTENDED 3000 FT FROM THLD."</div></div></div> <div><div>QUALITY 25 CHECKED</div><div>QUALITY 34 CHECKED</div></div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 4 AMDT 2			AIRPORT NAME: YELLOWSTONE RGNL		AIRPORT ID: KCOD	SPECIAL CONTROL NO: SG-08-054-25
FAC ID: KCOD04.02		CITY: CODY			ST: WY	ORIG CHART DATE: 11/27/2025
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 1C9AE6A8986248D89C52C75D71A6F520		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; margin-top: 5px;"> <div style="border: 1px solid black; padding: 2px 5px;">YES</div> <div style="border: 1px solid black; padding: 2px 5px;">NO</div> </div>	
					CPV COMPLETE? <div style="border: 1px solid black; padding: 2px 5px;">X</div>	
PROCEDURE RESULTS						
INSPECTION DATE: 09/17/2025	CREW #: VN569	N #: N68	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: wendi s gima @ 09/17/2025 19:13			PRINTED NAME: GIMA, WENDI SUEMI			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: ELLOWSTONE RGNL, CODY, WYOMING, RNAV (GPS) RWY 4 AMDT 2, SAT. Added feeder routes, changed 2 intermediate step-down fixes, slight (<500') relocation of FAF, new controlling obstacles resulting in slight change (<= 20') in mins, CRC remainder change. Flew new feeders, and entire approach through 50' run, SAT. Checked circling obstacles for CAT A, B, D (those mins had changed), SAT. Procedure survey sat. Required change on Fig: the altitude boxes at RIIPR and TOOTR show the lower altitude on top of the higher--this needs to be reversed Periodic requirements met. SIAP verified satisfactory in accordance with FAA Order 8200.1, Chapter 6.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

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1. FLIGHT PROCEDURE IDENTIFICATION:

CODY, WY
COD
RNAV (GPS) RWY 4

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58C, paragraph 2 (A) (1), appendix C. Request temporary waiver to not develop a Capture Fix. Applicable Standard is FAAO 8260.58C, Appendix C, Paragraph 2 (A) (1): Establish a capture fix. Construct a TF leg aligned with the FAC that is common to all intermediate segments. The start fix of the leg is designated the capture fix. Alternatively, where operationally necessary, the capture fix may be placed on or at the start of an RF leg. The preliminary location of the capture fix may be less than 2 NM but no closer than 1 NM prior to the PFAF.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The intent of a capture fix is to ensure aircraft can capture the glide slope when turning on to the final course prior to the PFAF. Precipitous terrain surrounding the airport results in the final segment 3.50 degrees GPA and 9.8 nautical miles in length.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. The intermediate segment for this procedure is 15 NM and offset 13 degrees from the final approach course. There are no turns between the intermediate fix (IF) KEDBE and the final approach fix (FAF) WIBOP. The turns at the IF have a DTA that is no closer than 2NM prior to the FAF. The altitudes provided at the IF and PFAF allow for continuous descent through the intermediate and final segments.
2. FAAO 8260.58C, para 3-1-4.c. allows alignment of the intermediate course within 15° of the final approach course.
3. This is compliant with FAAO 8260.58C, para 3-1-4.b. that the PFAF is a FB fix.
4. The intermediate segment descent gradient and final approach segment length contribute to a stabilized approach.
5. Five (5) years of National Climatic Data Center (NCDC) data indicates the historical high temperature for two (2) months of each year (July and August) does not exceed 97.8°F/36.6°C.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Establishing a capture fix along the final approach course will result in a approximately 14.59 degree turn to mitigate terrain, which will result in increasing initial and intermediate segment altitudes. This results in descent gradients exceeding criteria limits despite applying alternate precipitous terrain calculations.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A4	MANAGER	

8. AFS ACTIONS:

☐

APPROVED

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DISAPPROVED

☐

NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date: 05/14/2025
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group
From: Julie Morgan, Manager, Team 1, AJV-A41
Subject: Approval Request: YELLOWSTONE RGNL (KCOD), RNAV (GPS) RWY 4

RNAV (GPS) RWY 4, YELLOWSTONE RGNL (KCOD), CODY WY

FAAO 8260.3G, Paragraph 3-2-2 (B) (3): Precipitous Point Value (PPV).

Request PPV approval for RNAV (GPS) RWY 4 at Yellowstone Regional.

Segment altitudes requested cannot be attained using TARGETS 3D Elevation Program (3DEP) Digital Elevation Models (DEM) terrain data. These adjustments are crucial for traffic deconfliction and gradual descent profile.

Adjustment values were derived from 8260.3G, Appendix C, Precipitous Terrain Algorithms.

Beginning Point: TOCUD (440352.750N/1100818.400W)
End Point: JABOS (441653.410N/1093337.660W)
Segment type: Initial
Maximum PPV value: 250
Weighting factor: 0.6
Precipitous Adjustment: 150 ft ($0.6 \times 250 = 150$ ft Precipitous Adjustment)

Beginning Point: JABOS (441653.410N/1093337.660W)
End Point: KEBDE (441748.750N/1093108.480W)
Segment type: Initial
Maximum PPV value: 250
Weighting factor: 0.6
Precipitous Adjustment: 150 ft ($0.6 \times 250 = 150$ ft Precipitous Adjustment)

Beginning Point: KEBDE (441748.750N/1093108.480W)
End Point: TAKBE (441913.970N/1092709.870W)
Segment type: Intermediate
Maximum PPV value: 250



Federal Aviation Administration

Weighting factor: 0.5

Precipitous Adjustment: 125 ft ($0.5 \times 250 = 125$ ft Precipitous Adjustment)

Beginning Point: TAKBE (441913.970N/1092709.870W)

End Point: SHEAF (442115.454N/1092128.708W)

Segment type: Intermediate

Maximum PPV value: 136

Weighting factor: 0.5

Precipitous Adjustment: 68 ft ($0.5 \times 136 = 68$ ft Precipitous Adjustment)

Beginning Point: SHEAF (442115.454N/1092128.708W)

End Point: DULAC (442316.654N/1091527.154W)

Segment type: Intermediate

Maximum PPV value: 138

Weighting factor: 0.5

Precipitous Adjustment: 69 ft ($0.5 \times 138 = 69$ ft Precipitous Adjustment)

CODY, WYOMING





AL-5243 (FAA)

24361

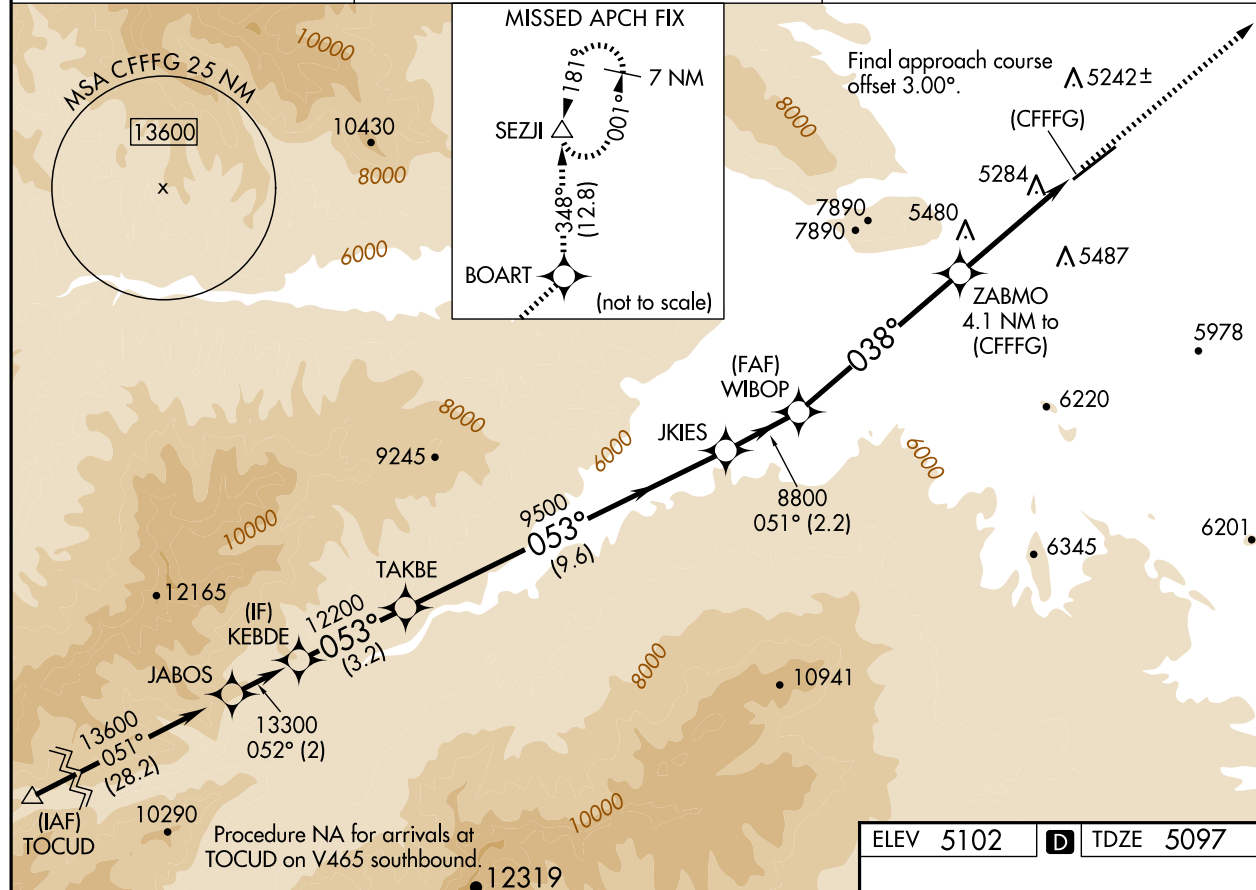
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RNAV (GPS) RWY 4

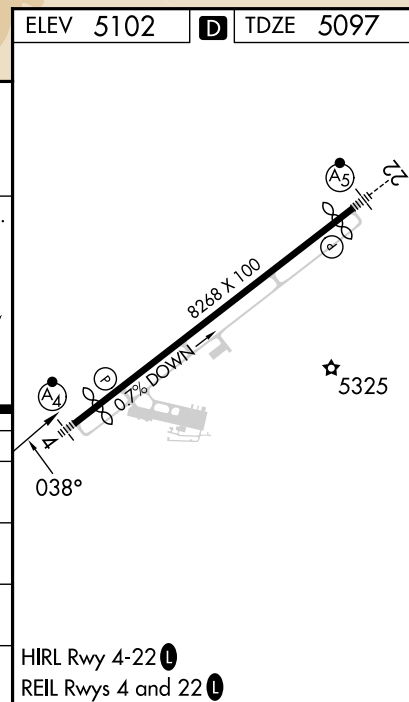
YELLOWSTONE RGNL (COD)

RNP APCH.	MALSIF	MISSED APPROACH: Climb to 8400 direct BOART and on track 348° to SEZJI and hold.
 Rwy 4 helicopter visibility reduction below 3/4 SM NA.  Baro-VNAV NA.  -10°C		

AWOS-3PT 135.075	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF) 1
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ELEV 5102		D TDZE 5097	
KEBDE 13300 GP 3.50° TCH 60		TAKBE 12200 9500 8800 *6680	
JKIES 8800 *6680		WIBOP 8800 *6680	
ZABMO 4.1 NM to (CFFFG) *2 NM to (CFFFG)		SEZJI tr 348° *LNAV only.	
3.2 NM 9.6 NM 2.2 NM 5.7 NM 2.1 NM 2 NM		8400 BOART 	
CATEGORY	A	B	C
LPV DA	5792-2	695 (700-2)	
LNAV/VNAV DA	5891-2 1/2	794 (800-2 1/2)	
LNAV MDA	5920-1 823 (900-1)	5920-1 1/4 823 (900-1 1/4)	5920-2 1/2 823 (900-2 1/2)
CIRCLING	5920-1 1/4 818 (900-1 1/4)	5940-2 1/2 838 (900-2 1/2)	7000-3 1898 (1900-3)



CODY, WYOMING
Amdt 1 31DEC20

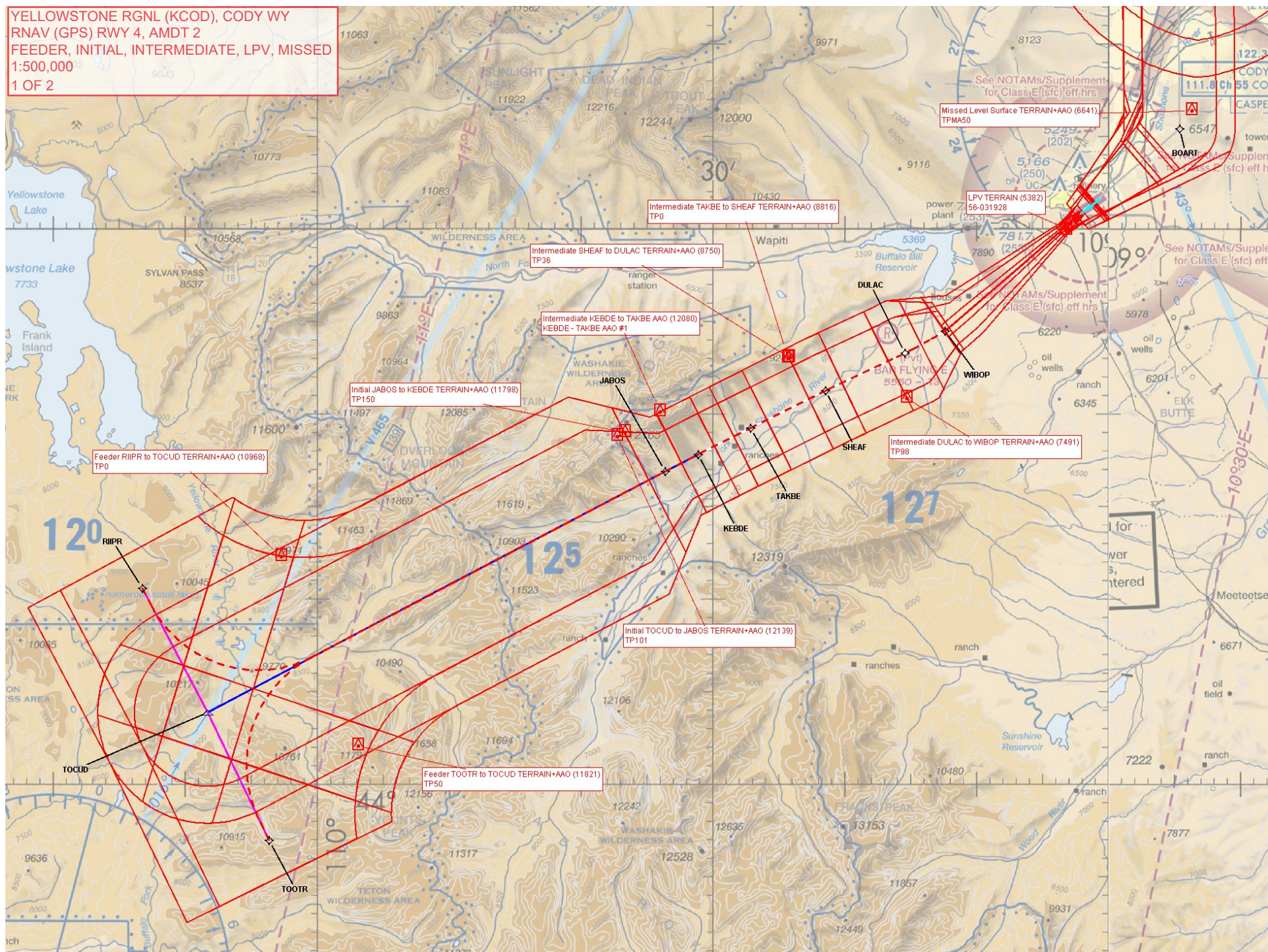
44°31'N-109°01'W

YELLOWSTONE RGNL (COD)
RNAV (GPS) RWY 4

NW-1, 17 APR 2025 to 15 MAY 2025

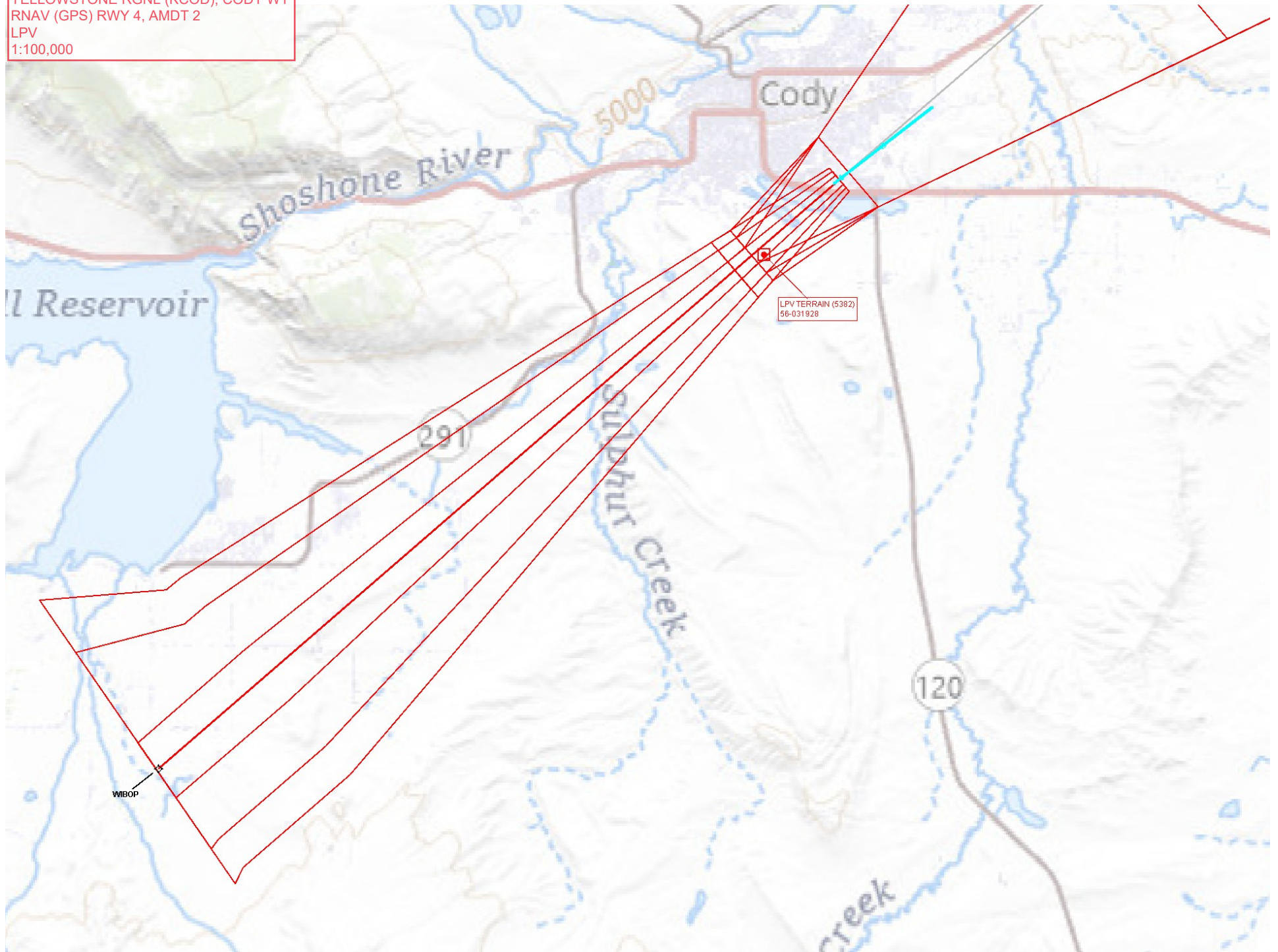
NW-1, 17 APR 2025 to 15 MAY 2025

YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
FEEDER, INITIAL, INTERMEDIATE, LPV, MISSED
1:500,000
1 OF 2

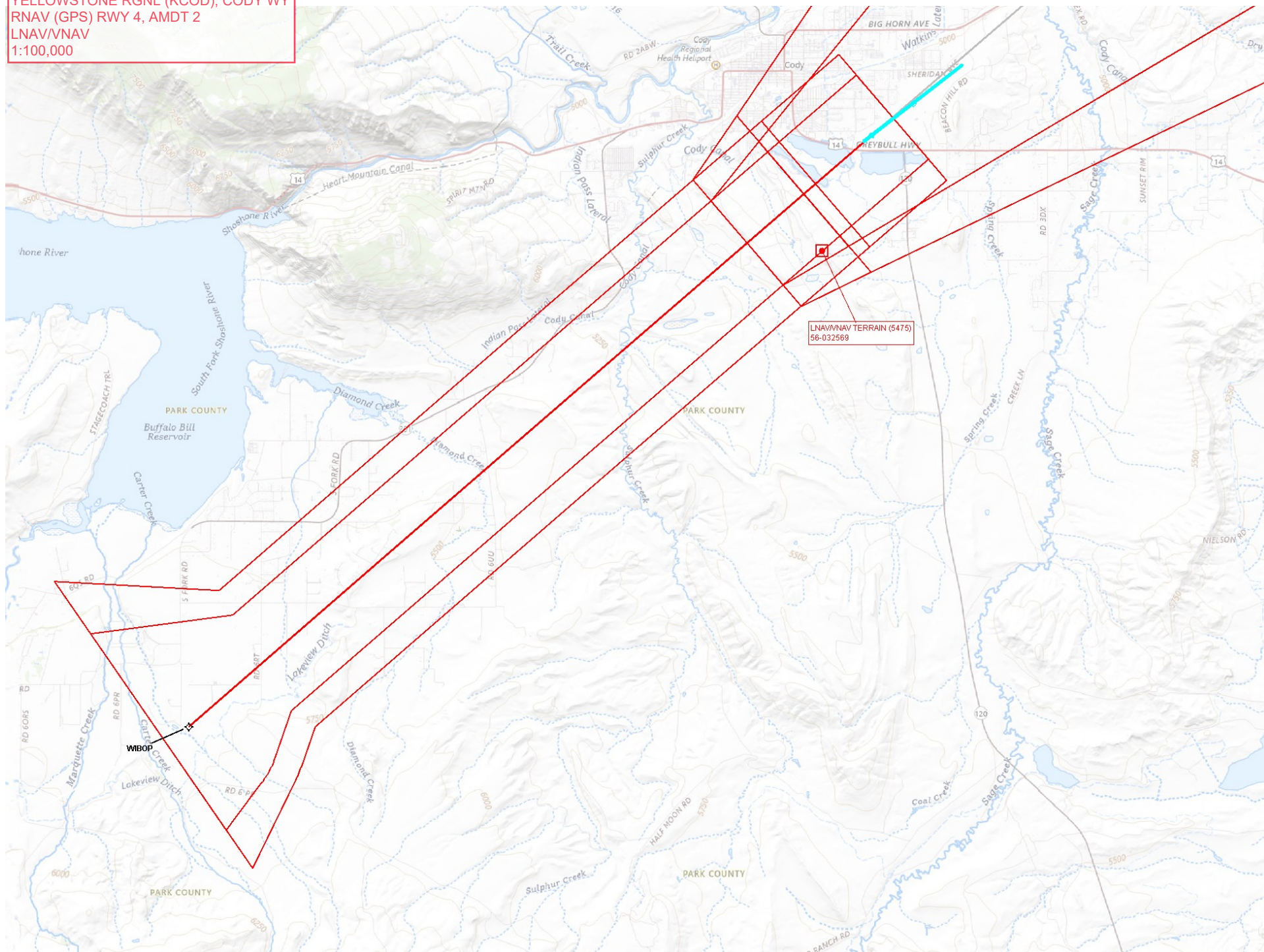


YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
FEEDER, INITIAL, INTERMEDIATE, LPV, MISSED
1:500,000
2 OF 2

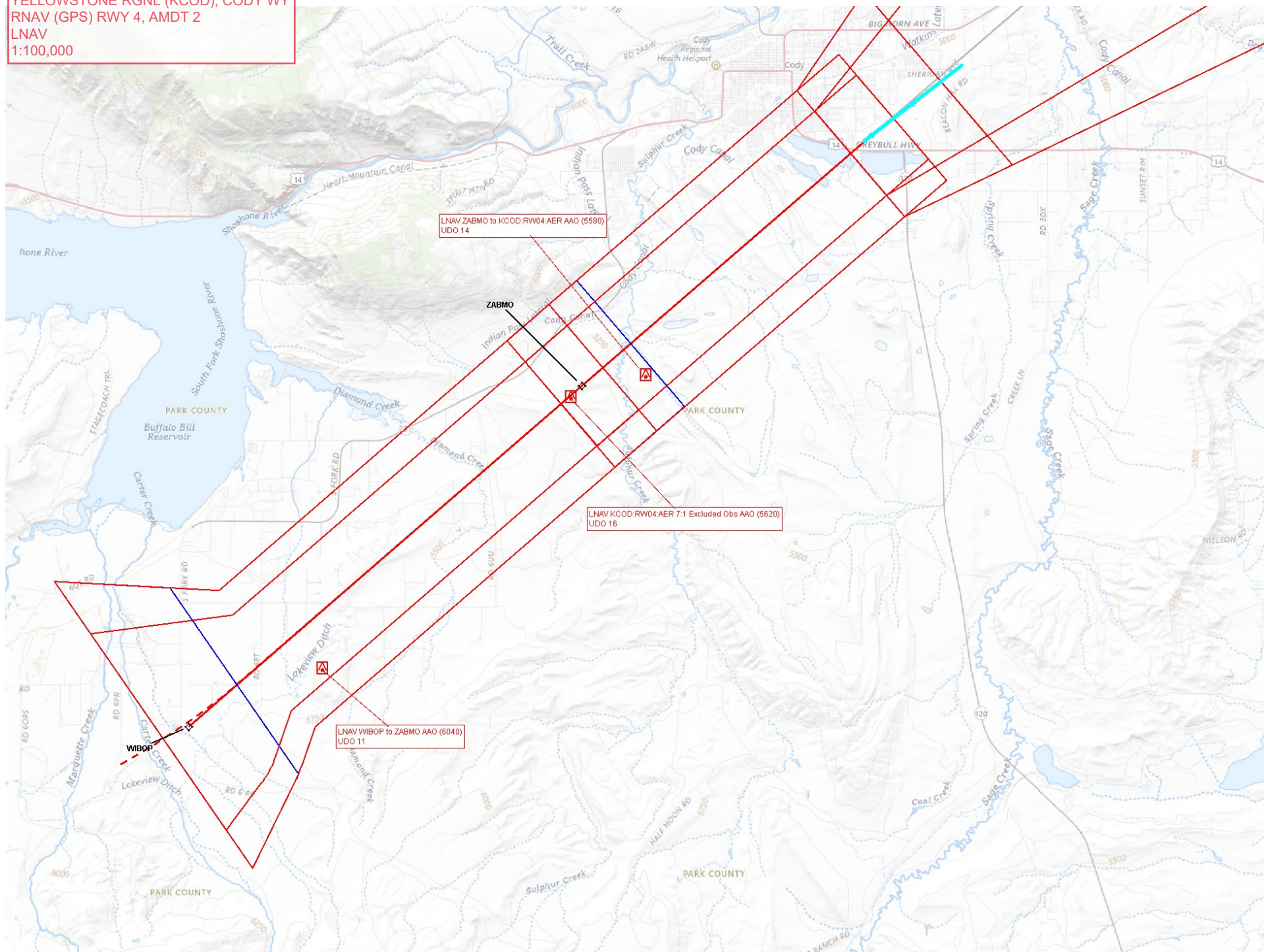
YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
LPV
1:100,000



YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
LNAV/VNAV
1:100,000



YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
LNAV
1:100,000



YELLOWSTONE RGNL (KCOD), CODY WY
RNAV (GPS) RWY 4, AMDT 2
CIRCLING
1:100,000

