To: Flight Procedures & Airspace Group (AFS-420)
From: Alec Seybold – Flight Tech Engineering
Date: 01/28/2026

Yellowstone Regional (KCOD) Cody, WY RNAV (GPS) Y RWY 04, ORIG is submitted for processing and submission to AMC-AJV-IFP-ProdCoordTeam@faa.gov and 9-AMC-AJW-TL@faa.gov for publication.

Request publication in the **MARCH 19th, 2026 (Cycle 2603)** Terminal Procedures Publication.

Sincerely,
Alec Seybold
Chief Designer
Flight Tech Engineering
Mobile: 720-465-6170
aseybold@flight-tech.aero

Enclosures:
WY_KCOD_RNAV_(GPS)_Y_RWY_04_ORIG_F
WY_KCOD_RNAV_(GPS)_Y_RWY_04_ORIG_S
WY_KCOD_RNAV_(GPS)_Y_RWY_04_ORIG_AFS
WY_KCOD_RNAV_(GPS)_Y_RWY_04_ORIG_8260-2
WY_KCOD_RNAV_(GPS)_Y_RWY_04_ORIG_8260-2_Non-NFDC
ARI CODING FILE

Cody, Wyoming

RNAV (GPS) Y RWY 4

WAAS	APCH CRS	Rwy ldg	7178
Chan 76808	044°	TDZE	5097
W04D		Arpt Elev	5102

(PUBLIC FIG)

CODY / YELLOWSTONE RGNL (KCOD)

RNP APCH - GPS, RF.

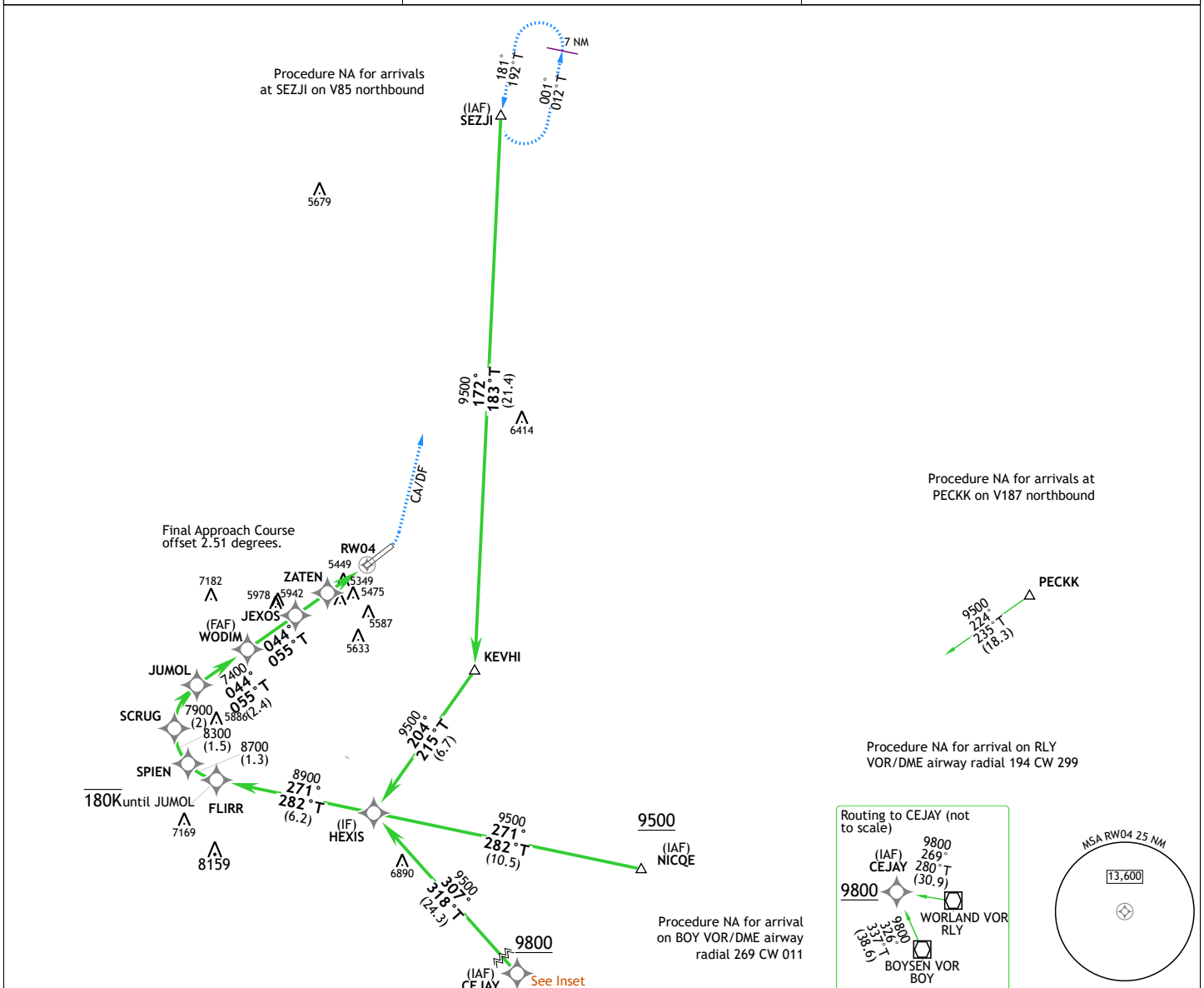
Baro-VNAV NA. Rwy 04 helicopter visibility reduction below 3/4 SM not authorized.
For inoperative ALS, increase LPV CAT AB visibility to 7/8 SM.

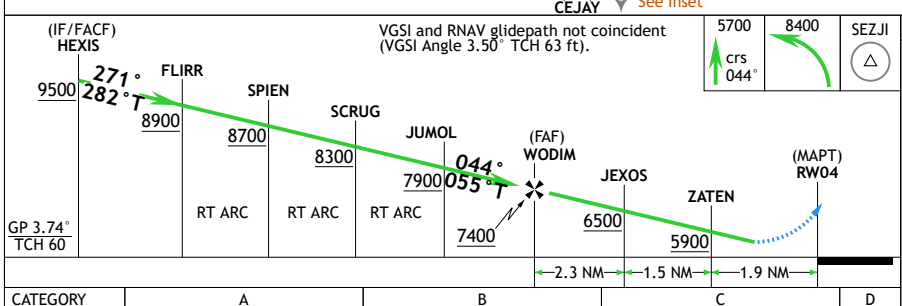
-10°C

MALSF

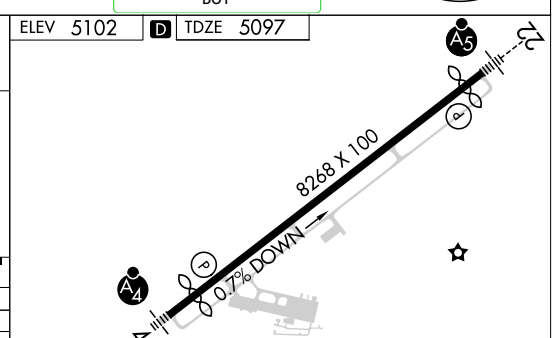
MISSED APPROACH: Climb to 5700 then climbing left turn to 8400 direct SEZJI and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
135.075	127.75	122.8





CATEGORY	A		B		C		D
LPV DA	5372-¾		275		5427-¾	330	NA
LNAV/VNAV DA	5700-1½		603				NA
LNAV MDA	5700-¾		603		5700-1½	603	NA
Circling	5800-1	698	5920-1¼	818	5960-2½	858	NA



Cody, Wyoming

44°31'N - 109°01'W

CODY / YELLOWSTONE RGNL (KCOD)

ORIG
TERPS

RNAV (GPS) Y RWY 4

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

1. DATE	Oct 8, 2025	**2. ORGANIZATION**	Flight Tech Engineering		
3. AIRPORT	KCOD	**4. PROCEDURE**	RNAV (GPS) Y Rwy 04	**5. AMEND #**	ORIG
6. AIRCRAFT TYPE	C-182	**7. FMS / SOFTWARE**	GARMIN GTN 650XI /20.31		
8. PIC NAME / PHONE	NATHAN KURTH /970-401-2543	**9. EVALUATOR NAME / PHONE**	NATHAN KURTH /970-401-2543		

FLIGHT VALIDATION TASKS

10. FMS NAV DATA AND SOURCE COMPARISON SAT	YES	43. SIMULATOR AND OBSTACLE NOTES REVIEWED	YES
11. IAP ASSESSED TO DA / MDA	YES	44. AIR / GROUND COMMUNICATIONS SATISFACTORY	YES
12. DP / MISSED APPROACH ASSESSED AT MINIMUM CLIMB GRADIENTS	YES	45. RADAR COVERAGE ADEQUATE	YES
15. FLYABILITY SATISFACTORY	YES	46. ADEQUATE NAVIGATION PERFORMANCE ACHIEVED	YES
33. EQUIPMENT ACCURACY VERIFIED	YES	47. RUNWAY MARKINGS / FEATURES VERIFIED	YES
35. DOCUMENTED CONTROLLING OBSTACLE MOST ADVERSE	YES	48. FAS DATA BLOCK SATISFACTORY	YES

CHARTING CHECKLIST

16. CHART DETAIL SATISFACTORY	YES	20. TEMPERATURE LIMIT NOTED	YES
17. RNP < 1.0 IN MISSED APPROACH NOTED	NA	21. AIRCRAFT SIZE NOTED	NO
18. NON-STANDARD SPEED / CLIMB NOTED	NA	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	YES		

IAP SEGMENT CHECKS

\+

\-

TRANS SEZJI

24. COURSES	P	25. DISTANCES	P	27. TAWS	P
28. CONSTRAINTS MET	YES	29. WIND COMP	270/11	30. RF BANK ANGLE	NA

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

+
-

TRANS PECKK

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 260/09 30. RF BANK ANGLE NA

+
-

TRANS RLY

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 020/06 30. RF BANK ANGLE NA

+
-

TRANS BOY

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 020/06 30. RF BANK ANGLE NA

FINAL

24. COURSES P 25. DISTANCES P 26. FPA P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 260/09G22 30. RF BANK ANGLE 10

MISSED APPROACH

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 270/11 30. RF BANK ANGLE NA

HOLDING

24. COURSES P 25. DISTANCES P 27. TAWS P

28. CONSTRAINTS MET YES 29. WIND COMP 270/11 30. RF BANK ANGLE NA

49. VISUAL SEGMENT SAT **50. NIGHT EVALUATION** NA

STAR SEGMENT CHECKS

+
-

EN ROUTE TRANS

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WINID COMP | 30. RF BANK ANGLE

COMMON ROUTE

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

+
-

RWY TRANS

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

DEPARTURE SEGMENT CHECKS

ICA OR COPTER PROCEED VISUALLY

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

+
-

RWY TRANS

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

COMMON ROUTE

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

+
-

TRANS

24. COURSES | 25. DISTANCES | 27. TAWS

28. CONSTRAINTS MET | 29. WIND COMP | 30. RF BANK ANGLE

51. EVALUATOR NOTES

SALT LAKE CENTER had issues with the transmitter for frequency 127.75. Confirmed with them normal reception altitudes at specific waypoints when transmitter functions properly.

SPECIAL TRANING RECOMMENDATION FROM DEVELOPER

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Nathan Kurth Digitally signed by Nathan Kurth Date: 2025.10.13 14:23:15 -06'00'

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

1. DATE	Oct 8, 2025	**2. ORGANIZATION**	Flight Tech Engineering		
3. AIRPORT	KCOD	**4. PROCEDURE**	RNAV (GPS) Y Rwy 04	**5. AMEND #**	ORIG
6. AIRCRAFT TYPE	C-182	**7. FMS / SOFTWARE**	GARMIN GTN 650XI /20.31		
8. PIC NAME / PHONE	NATHAN KURTH /970-401-2543	**9. EVALUATOR NAME / PHONE**	NATHAN KURTH /970-401-2543		

TERPS BIENNIAL REVIEW

31. BIENNIAL	NA	32. DATE BIENNIAL COMPLETE	

OBSTACLE ASSESSMENT TASKS

33 EQUIPMENT ACCURACY VERIFIED	YES

IAP SEGMENT CHECKS

TRANS SEZJI

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

TRANS PECKK

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

TRANS RLY

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

TRANS BOY

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

FINAL

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

MISSED APPROACH

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

HOLDING

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES

IAP VISUAL SEGMENT

VISUAL SEGMENT OR COPTER PROCEED VISUALLY/VFR AREA

36. VERIFIED CLEAR	YES	37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	YES

STAR SEGMENT CHECKS

EN ROUTE TRANS

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	

COMMON ROUTE

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	

RWY TRANS

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	

DEPARTURE SEGMENT CHECKS

ICA OR COPTER PROCEED VISUALLY

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		36. VERIFIED CLEAR	
35. CONTROLLING OBSTACLE MOST ADVERSE		37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

RWY TRANS

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED

36. VERIFIED CLEAR

35. CONTROLLING OBSTACLE MOST ADVERSE

37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR

COMMON ROUTE

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED

35. CONTROLLING OBSTACLE MOST ADVERSE

TRANS

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED

35. CONTROLLING OBSTACLE MOST ADVERSE

OBSTRUCTION DISCREPENCIES

38. OBSTACLE IN DATABASE DOES NOT EXIST

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

39. OBSTACE NOT IN DATABASE

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

40. OBSTACLE DATA INCORRECT

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

OBSTRUCTION NOTIFICATION

41. OBSTACLE DATA DISCREPENCIES SENT TO NFDC

42. DATE SENT

51. EVALUATOR NOTES

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Nathan Kurth Digitally signed by Nathan Kurth Date: 2025.10.13 14:15:35 -06'00'

U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Flight Technologies and
Procedures Division

800 Independence Ave., S.W.
Washington, DC 20591

January 16, 2026

Mr. Alec Seybold
Flight Tech Engineering
P.O. Box 3596
Englewood, CO 80155

Dear Mr. Seybold:

Your request to utilize a glidepath angle of 3.74° on the "RNAV (GPS) Y RWY 04, ORIG" at Cody, WY (KCOD) was discussed at the Flight Standards Procedure Review Board on 01/15/2026 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

Attachment

Sincerely,

Jim Rose
Signed By: Jim Rose Fri Jan 23 2026 14:38:08 GMT-06:00:00 (Central Standard Time)

Romana B. Wolf
Acting Manager, Flight Technologies
and Procedures Division

FLIGHT TECH
ENGINEERING

Memorandum

To: Manager, Flight Technologies and Procedures

THRU: Manager, Flight Procedures and Airspace Group

From: Alec Seybold, Manager, Instrument Flight Procedures (IFP). Flight Tech Eng.

Subject: Approval Request: Cody, WY (KCOD): RNAV(GPS) Y RWY 04

The runway 04 PAPI at Cody is set to an angle of 3.5 degrees to support existing final approach paths. The newly developed RNAV (GPS) Y RWY 04 approach has an optimized precision final approach glidepath angle of 3.74°, which is considered a standard angle for the approach category allowed and therefore supports the safety benefits of a stabilized descent to the runway. FAA Order 8260.3G, section 2-6-2 a. states that approval is required to establish a GPA that is more than 0.20 degrees greater than the angle of a VGSI installed to the same runway.

The elevated GPA was necessary to clear high terrain in the final-approach course. The non-coincident angle will be noted on the approach plate.

Request approval to publish a final approach glidepath angle of 3.74 degrees for the KCOD RNAV(GPS) Y RWY 04 approach.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Flight Technologies and
Procedures Division

800 Independence Ave., S.W.
Washington, DC 20591

January 16, 2026

Mr. Alec Seybold
Flight Tech Engineering
P.O. Box 3596
Englewood, CO 80155

Dear Mr. Seybold:

Your request to utilize RF legs on the RNAV (GPS) Y RWY 04 at Cody, WY (KCOD) was discussed at the Flight Standards Procedure Review Board on 01/15/2026 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

Attachment

Sincerely,

Jim Rose
Signed By: Jim Rose Fri Jan 23 2026 14:38:08 GMT-06:00:00 (Central Standard Time)

Romana Wolf
Acting Manager, Flight Technologies
and Procedures Division

Memorandum

To: Manager, Flight Technologies and Procedures Division

THRU: Manager, Flight Procedures and Airspace Group

From: Alec Seybold, Manager, Instrument Flight Procedures (IFP). Flight Tech Eng.

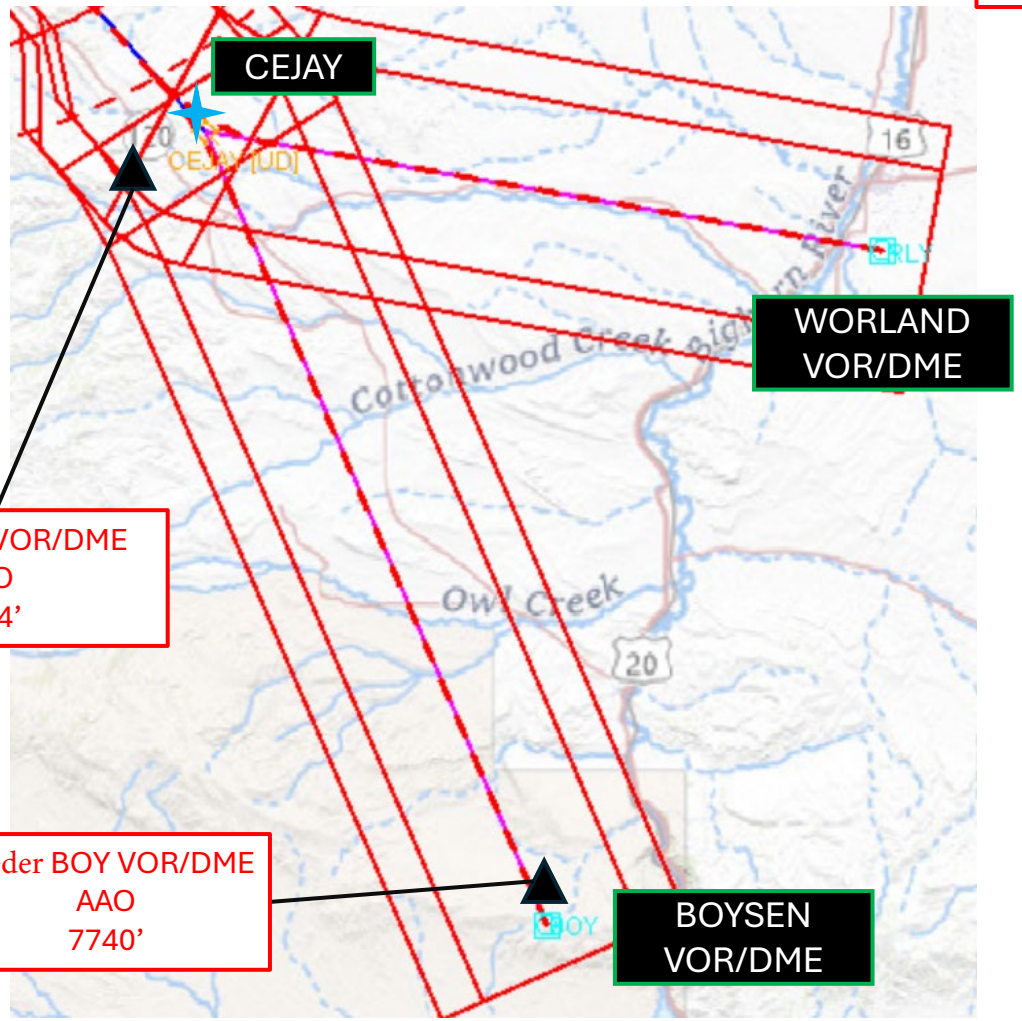
Subject: Approval Request: Cody, WY (KCOD): RNAV (GPS) Y RWY 04

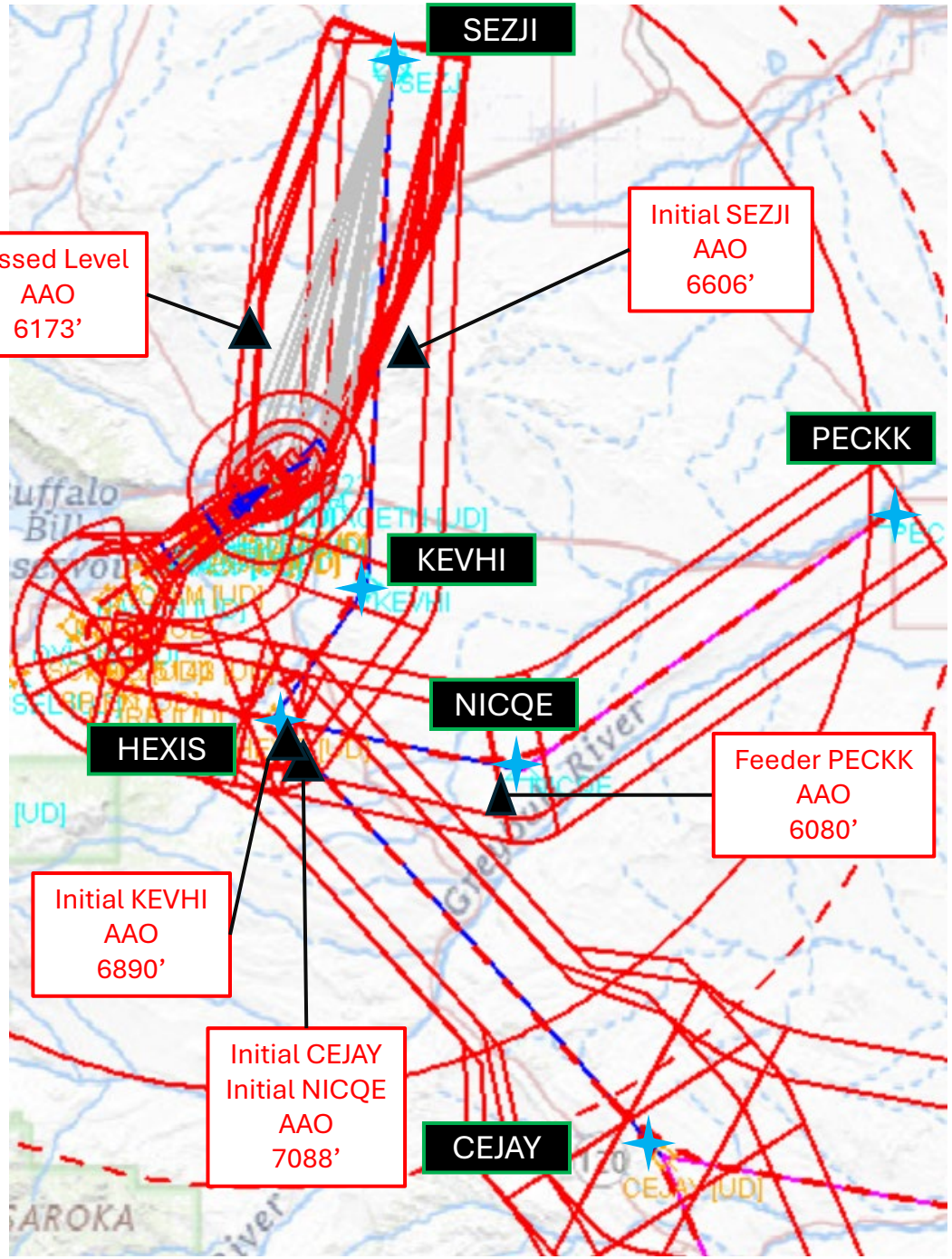
In accordance with FAAO 8260.58D, 1-2-5.d.(3) RNP APCH procedures that require RF leg capability to accommodate operational requirements require Flight Standards Approval.

The RNAV (GPS) Y RWY 04 is a public procedure incorporating multiple RF legs within the intermediate approach segment. These legs use a NAVSPEC of RNP APCH, utilizing RF legs at RNP 1.0. The RF legs provide for more precise control of the ground track verses the public NAVAID arc approaches. It also reduces track miles, narrows the width of the OEA (due to no fly-by transitions), and provides a more predictable flight track.

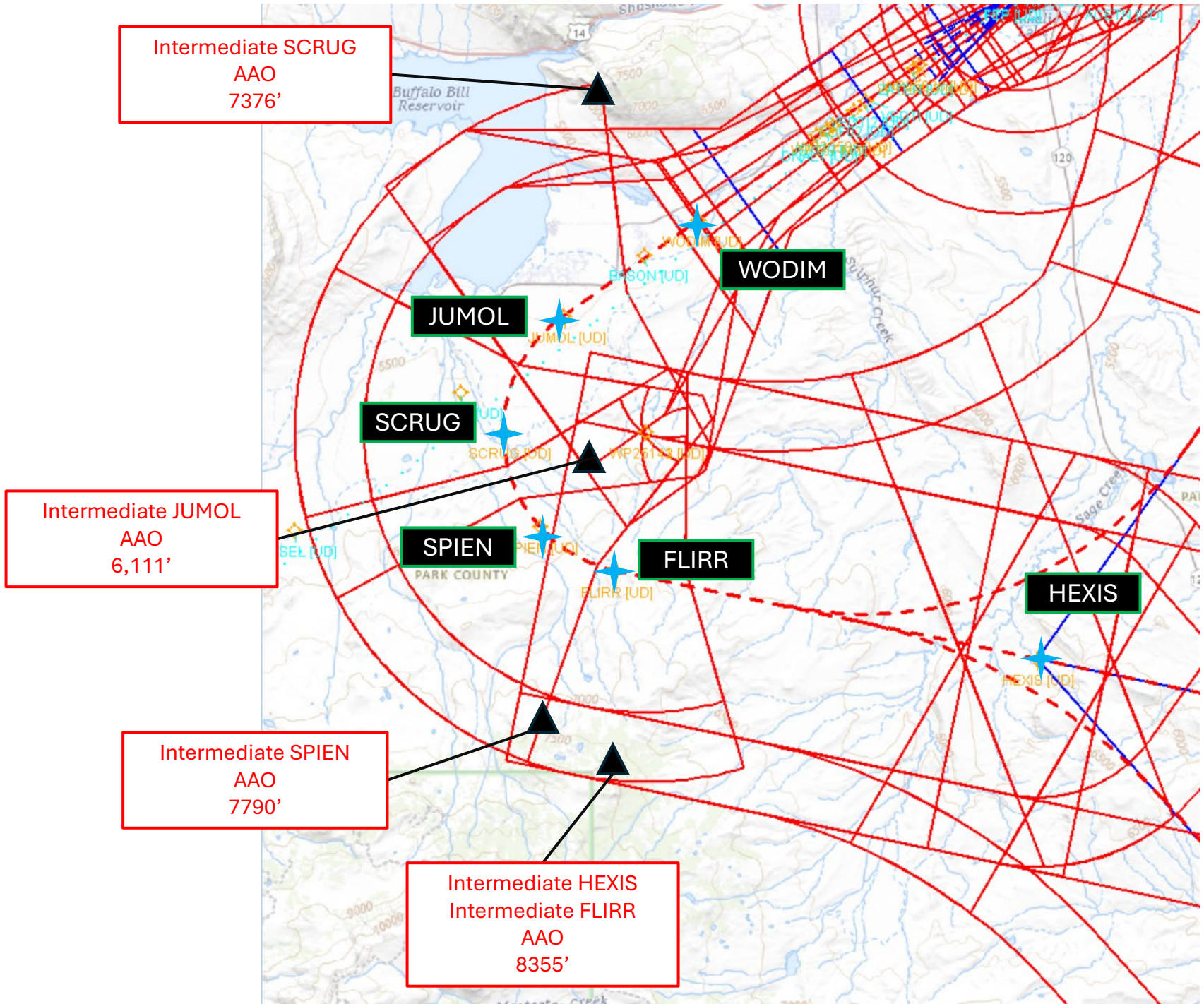
Request Flight Standards approval to utilize RF legs on the KCOD RNAV (GPS) Y RWY 04.

KCOD
Cody Airport
Cody, WY
RNAV (GPS) Y RWY 04
1:500,000 Scale
Overview and Initials/Missed

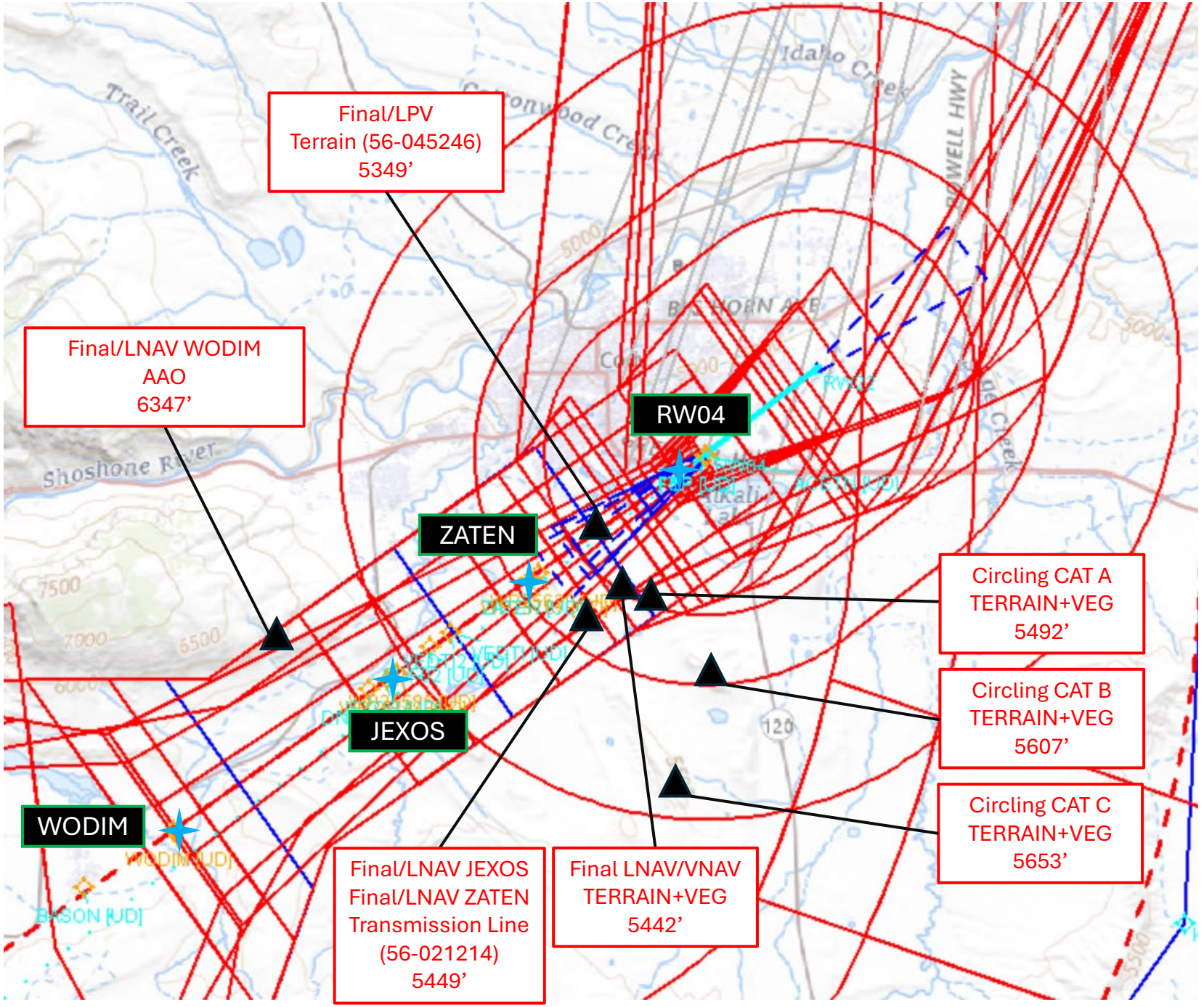




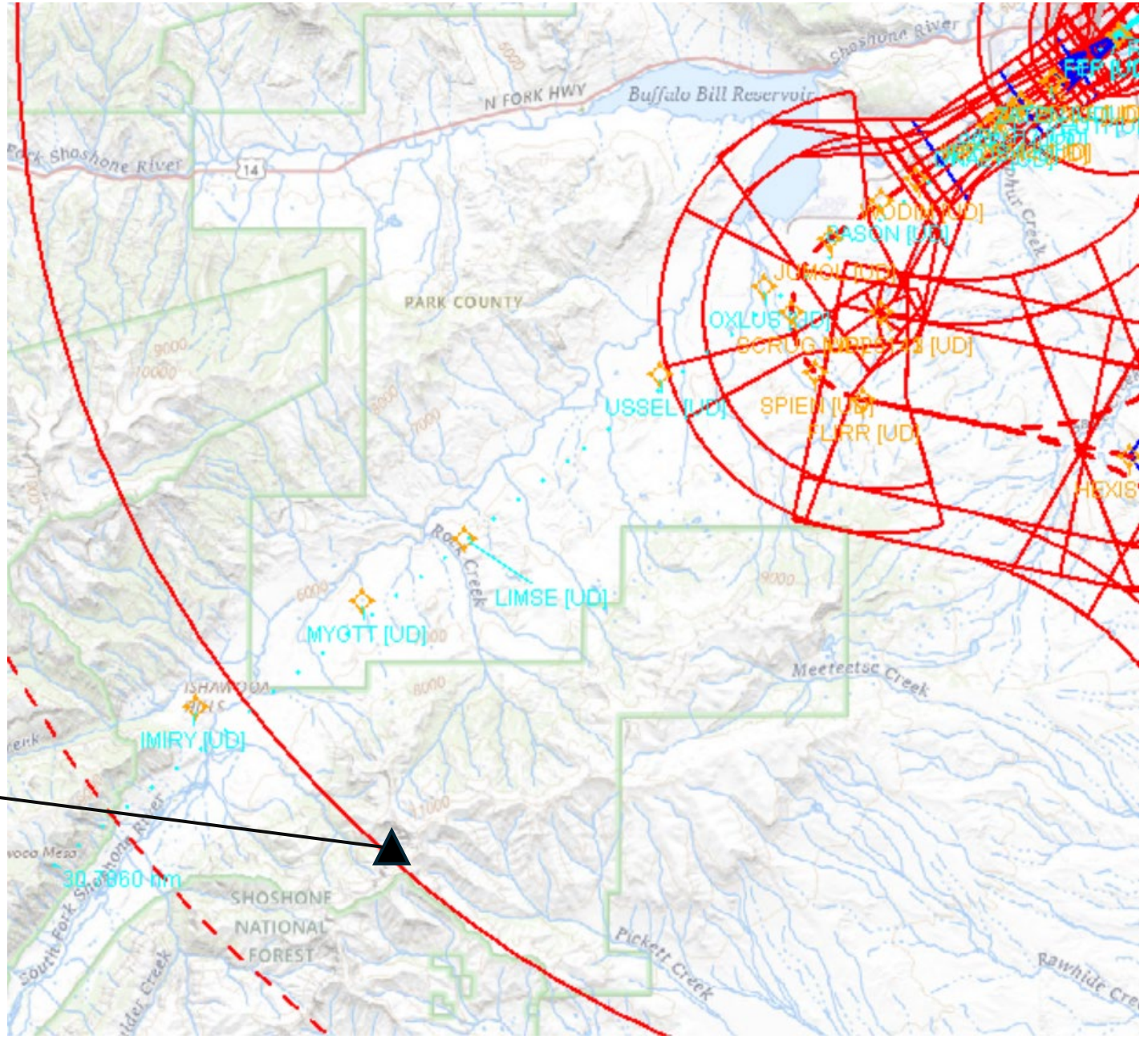
KCOD
Cody Airport
Cody, WY
RNAV (GPS) Y RWY 04
1:500,000 Scale
Intermediate Segment



KCOD
Cody Airport
Cody, WY
RNAV (GPS) Y RWY 04
1:500,000 Scale
Final and Circling



KCOD
Cody Airport
Cody, WY
RNAV (GPS) Y RWY 04
1:500,000 Scale
MSA



MSA
AAO
12,507’