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

Yellowstone Regional (KCOD) Cody, WY RNAV (GPS) Z 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)_Z_RWY_04_ORIG_F
WY_KCOD_RNAV_(GPS)_Z_RWY_04_ORIG_S
WY_KCOD_RNAV_(GPS)_Z_RWY_04_ORIG_AFS
WY_KCOD_RNAV_(GPS)_Z_RWY_04_ORIG_8260-2
WY_KCOD_RNAV_(GPS)_Z_RWY_04_ORIG_8260-2_Non-NFDC
ARI CODING FILE

Cody, Wyoming

RNAV (GPS) Z RWY 4

WAAS Chan 46486 W04B	APCH CRS 044°	Rwy ldg 7178 TDZE 5097 Arpt Elev 5102

(PUBLIC FIG)

CODY / YELLOWSTONE RGNL (KCOD)

RNP APCH - GPS.

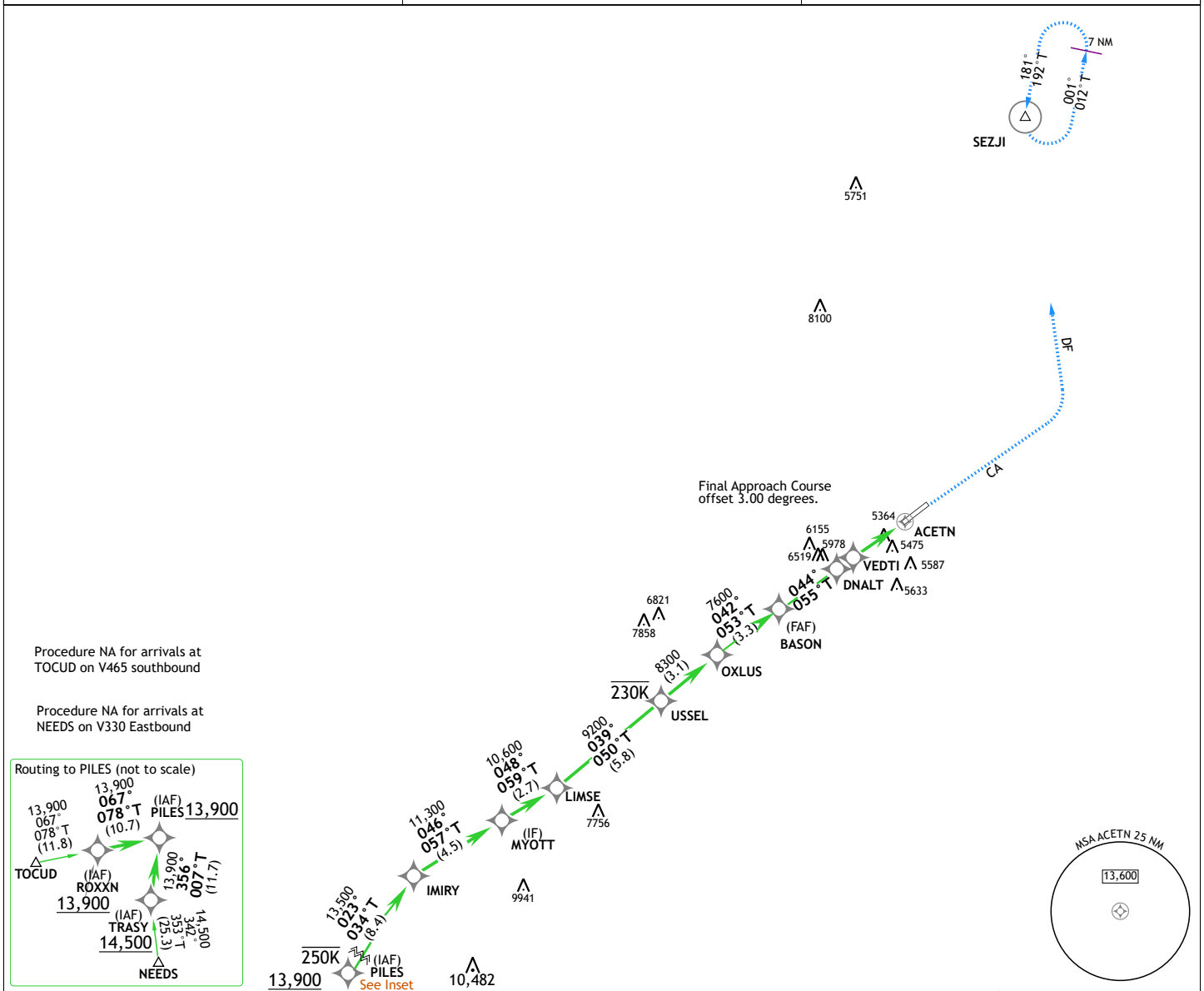
Baro-VNAV NA. Rwy 04 helicopter visibility reduction below 3/4 SM not authorized.

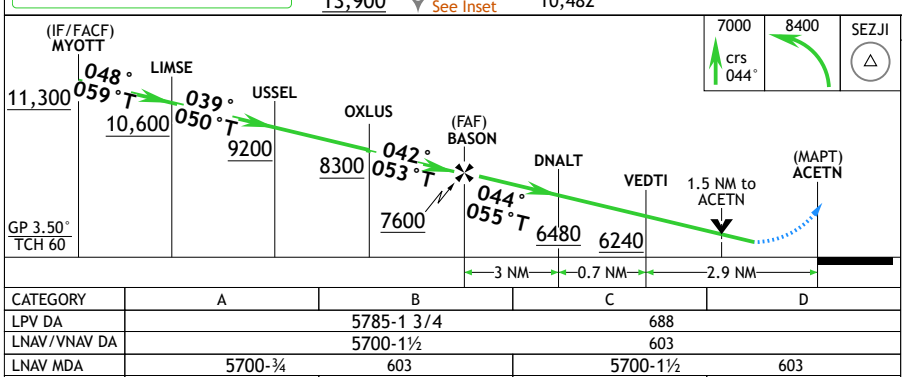
-10°C

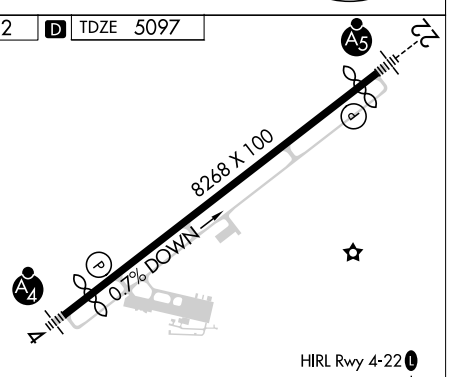
MALSF

MISSED APPROACH: Climb to 7000 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	5785-1 3/4		688	
LNAV/VNAV DA	5700-1½		603	
LNAV MDA	5700-¾	603	5700-1½	603
Circling	5800-1 698	5920-1 1/4 818	5960-2½ 858	7020-3 1918

Cody, Wyoming

44°31'N - 109°01'W

CODY / YELLOWSTONE RGNL (KCOD)

ORIG
TERPS

RNAV (GPS) Z 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) Z 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	NA
18. NON-STANDARD SPEED / CLIMB NOTED	NA	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NA		

IAP SEGMENT CHECKS

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TRANS TOCUD

24. COURSES	P	25. DISTANCES	P	27. TAWS	P
28. CONSTRAINTS MET	YES	29. WIND COMP	300@11g25	30. RF BANK ANGLE	NA

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

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TRANS NEEDS

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

28. CONSTRAINTS MET YES | 29. WIND COMP 210@20 | 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 250@10G17 | 30. RF BANK ANGLE NA

MISSED APPROACH

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

28. CONSTRAINTS MET YES | 29. WIND COMP 150@13 | 30. RF BANK ANGLE NA

HOLDING

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

28. CONSTRAINTS MET YES | 29. WIND COMP 150@13 | 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

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TRANS

24. COURSES | 25. DISTANCES | 27. TAWS

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

51. EVALUATOR NOTES

SPECIAL TRANING RECOMMENDATION FROM DEVELOPER

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Nathan Kurth Digitally signed by Nathan Kurth Date: 2025.10.13 14:09:49 -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) Z 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 TOCUD

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

TRANS NEEDS

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

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

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

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	

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	

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST

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 14:04:26 -06'00'

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

Cody, Wyoming
KCOD
RNAV (GPS) Z RWY 04

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58D, paragraph 3-2-2: (LNAV) Optimum non-vertically guided procedure final segment alignment is with the runway centerline extended through the LTP. When published in conjunction with a vertically-guided procedure, alignment must be identical with the vertically guided final segment. Para 3-2-2a(1) Offset ≤ 5 degrees. Align the course through LTP.
8260.58D, paragraph 3-3-2 (LNAV/VNAV) Optimum final segment alignment is with the runway centerline extended through the LTP. Para 3-3-2a. Offset ≤ 5 degrees. Align the course through LTP.

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

The procedure is offset from the runway centerline by 3 degrees. The LNAV/VNAV and LNAV are aligned with the LPV construction ending at the LPV fictitious threshold point (FTP) adjacent to the displaced threshold. The FTP is the designated missed approach point (ACETN) for the LNAV procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

This design ensures the LNAV/VNAV and LNAV final segments are aligned identically with the vertically guided LPV segment.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Aligning the LPV with an FTP and the LNAV/VNAV and LNAV segments through the threshold result in slightly different segments for procedures that are published together.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
12/12/25	FLIGHT TECH ENG	CHIEF DESIGNER	Alec Seybold Digitally signed by Alec Seybold Date: 2025.12.12 11:50:16 -07'00'

8. FLIGHT STANDARDS ACTIONS:

☑ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

APPROVED BASED ON THE EQUIVALENT LEVEL OF SAFETY IN BLOCK 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Fri Jan 23 2026 14:40:17 GMT-06:00:00 (Central Standard Time)

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

CODY, WY
KCOD
RNAV (GPS) Z RWY 04

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.58D, 1-3-1.c. ATC turns to join initial and intermediate segments. The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90 degree intercept angle.

The first leg of the intermediate (MYOTT-LIMSE) is 2.73 NM, but a minimum of 5.45 NM is required to support ATC vectoring.

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

The first leg of the intermediate (MYOTT to LIMSE) is 2.73 NM, but a minimum of 5.45 NM is required to support ATC vectoring. MYOTT has been optimally positioned to ensure terrain avoidance and to allow consistent, reliable capture of the vertical path. Due to the high minimum vectoring altitudes in this region, providing ATC vectors to MYOTT is not operationally feasible.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Coordination with Salt Lake ARTCC (ZLC) has been conducted to ensure aircraft are not vectored to MYOTT. Controllers will be formally advised of this operational limitation and aircraft will join the procedure at the normal IAF locations.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The optimized ATC routing of the initial segments required the placement of the IF waypoint at MYOTT in it's current location. Adjusting the placement of the IF would have resulted in less favorable (steeper) geometries prior to the FAF.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Salt Lake ARTCC (ZLC)

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
12/03/25	Flight Tech Eng	Manager	Alec P Seybold Digitally signed by Alec P Seybold Date: 2025.12.12 12:30:16 -07'00'

8. AFS ACTIONS:

☑ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

APPROVED BASED ON THE EQUIVALENT LEVEL OF SAFETY IN BLOCK 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Fri Jan 23 2026 14:40:17 GMT-06:00:00 (Central Standard Time)

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

Aviation Safety
Flight Technologies and
Procedures Division

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

Jan. 15, 2026

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

Dear Mr. Seybold:

Your request to utilize the alternate Precipitous Point Value (PPV) evaluation results per FAA Order 8260.3G 3-2-2.b(3) on the "RNAV (GPS) Z RWY 04, ORIG" at Cody, Wyoming Airport (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 14:40:17 GMT-
06:00:00 (Central Standard
Time)

Romana Wolf
Acting Manager, Flight Technologies
and Procedures Division

FLIGHT TECH
ENGINEERING

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 (KCOD) RNAV(GPS) Z Runway 04

The RNAV (GPS) Z RWY 04 approach initial segment (leg: IMIRY to MYOTT) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 250 with a weighting factor of 0.6 resulting in a precipitous terrain adjustment of 250 x 0.6 = 150 ft.

The RNAV (GPS) Z RWY 04 approach intermediate segment (leg: MYOTT to LIMSE) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 250 with a weighting factor of 0.5 resulting in a precipitous terrain adjustment of 250 x 0.5 = 125 ft.

The RNAV (GPS) Z RWY 04 approach intermediate segment (leg: LIMSE to USSEL) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 233 with a weighting factor of 0.5 resulting in a precipitous terrain adjustment of 233 x 0.5 = 117 ft.

The RNAV (GPS) Z RWY 04 approach intermediate segment (leg: USSEL to OXLUS) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 160 with a weighting factor of 0.5 resulting in a precipitous terrain adjustment of 160 x 0.5 = 80 ft.

The RNAV (GPS) Z RWY 04 approach intermediate segment (leg: OXLUS to BASON) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 149 with a weighting factor of 0.5 resulting in a precipitous terrain adjustment of 149 x 0.5 = 75 ft.

The RNAV (GPS) Z RWY 04 approach final segment (leg: BASON to DNALT) utilizes as a

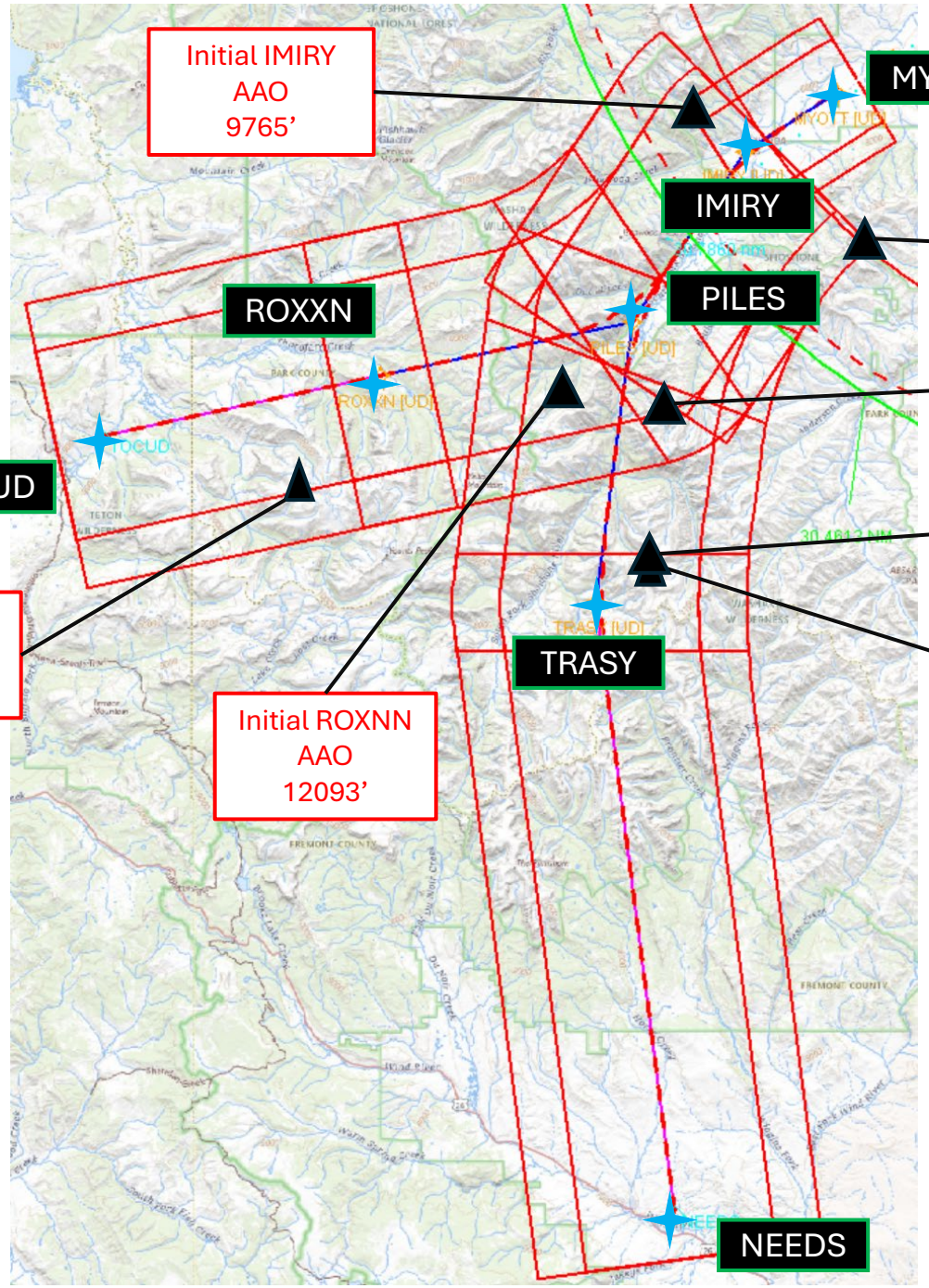
precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 131 with a weighting factor of 0.4 resulting in a precipitous terrain adjustment of 131 x 0.4 = 53 ft.

The RNAV (GPS) Z RWY 04 approach final stepdown segment (leg: DNALT to VEDTI) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 114 with a weighting factor of 0.4 resulting in a precipitous terrain adjustment of 114 x 0.4 = 46 ft.

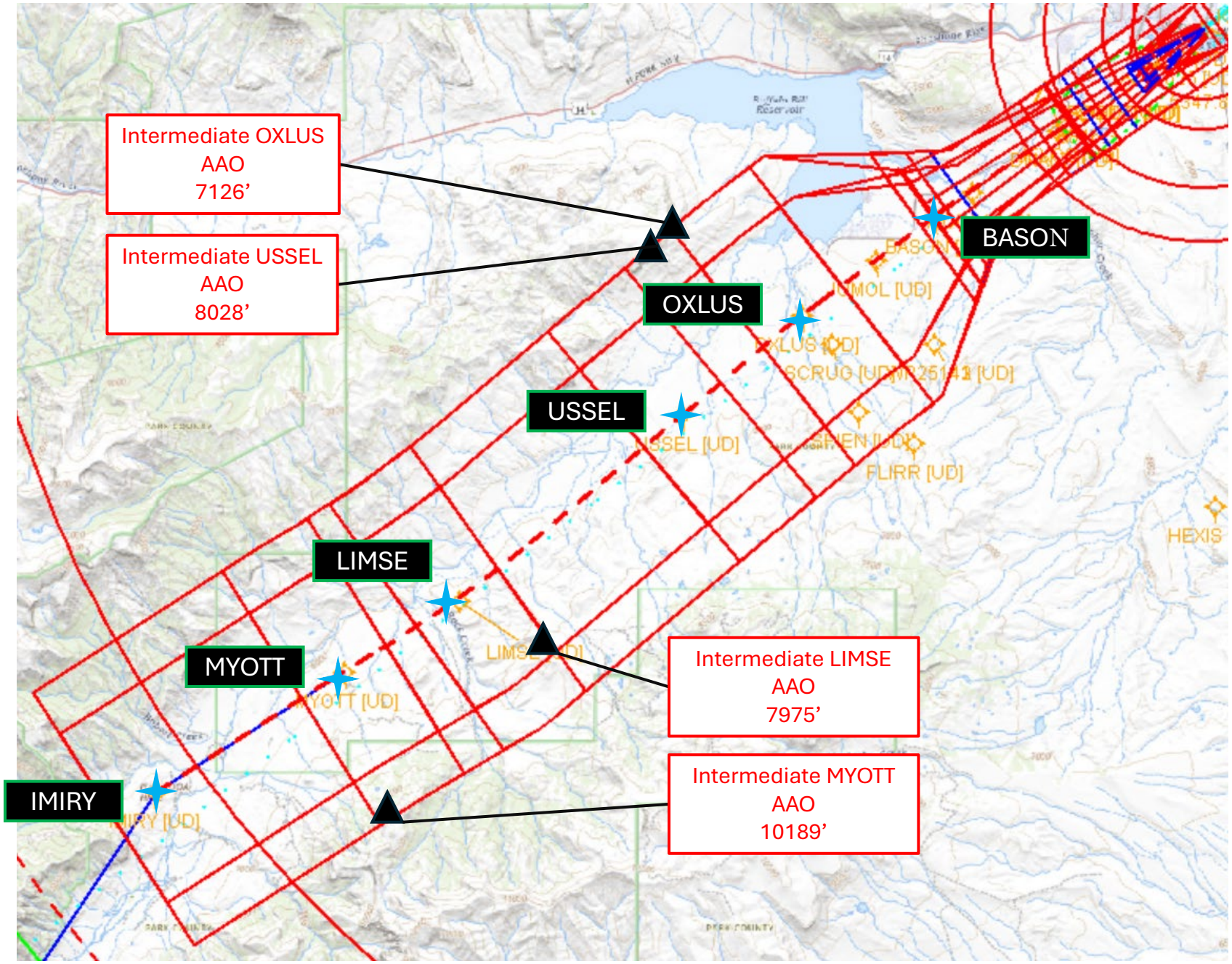
The RNAV (GPS) Z RWY 04 approach final stepdown segment (leg: VEDTI to ACETN) utilizes as a precipitous terrain adjustment a Precipitous Point Value (PPV) calculated by AFS420. The PPV calculation has a max value of 0 resulting in a precipitous terrain adjustment of 0 ft.

This alternate precipitous terrain calculation is allowed under 8260.3G 3-2-2.b.(3) with Flight Standards approval. Flight Tech Engineering is requesting approval to utilize a PPV precipitous terrain value for the intermediate segment of the KCOD RNAV(GPS) Z RWY 04 approach.

KCOD
Cody Airport
Cody, WY
RNAV (GPS) Z RWY 04
1:500,000 Scale
MSA, Feeders, and Initials



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



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