

|                           |                        |                                                     |
|---------------------------|------------------------|-----------------------------------------------------|
| LOC I-SYD<br><b>111.3</b> | APP CRS<br><b>032°</b> | Rwy Ldg<br>TDZE <b>5328</b><br>Apt Elev <b>5344</b> |
|---------------------------|------------------------|-----------------------------------------------------|

ILS or LOC RWY 3

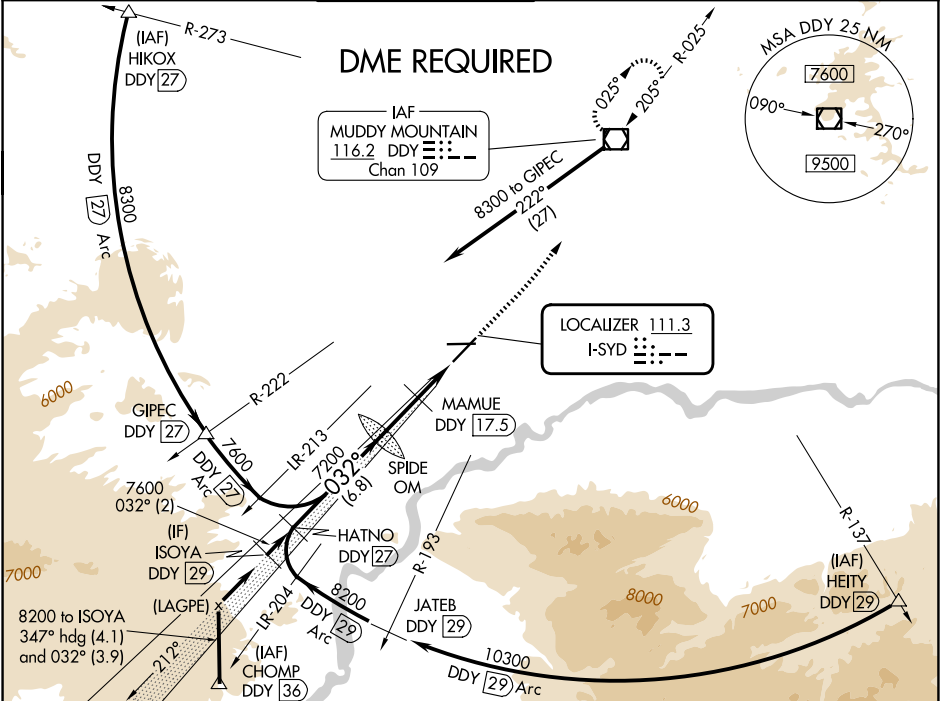
CASPER/NATRONA COUNTY INTL (CPR)

**⚠ DME from DDY VOR/DME.** Simultaneous reception of I-SYD and DDY DME required. When local altimeter setting not received, use Douglas altimeter setting and increase DA to 5697 feet and all MDAs 180 feet, increase S-ILS visibility all Cats ¼ SM and S-LOC visibility Cat B, C, D and Circling Cats B, C, D visibility ½ SM, increase MAMUE FIX MINIMUM Circling visibility Cat C ½ SM and Cat D ¼ SM. For inoperative MALSR when using Douglas altimeter setting increase S-ILS visibility all Cats to 1½ mile. MAMUE FIX MINIMUMS: For inoperative MALSR, increase S-LOC visibility Cats C, and D to 1½ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR** 

**MISSED APPROACH:** Climb to 7500 then left turn direct DDY VOR/DME and hold.

|                       |                                         |                                               |                         |                                |                         |
|-----------------------|-----------------------------------------|-----------------------------------------------|-------------------------|--------------------------------|-------------------------|
| ATIS<br><b>126.15</b> | CASPER APP CON ★<br><b>120.65 354.1</b> | CASPER TOWER ★<br><b>118.3 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>121.9 257.8</b> | UNICOM<br><b>122.95</b> |
|-----------------------|-----------------------------------------|-----------------------------------------------|-------------------------|--------------------------------|-------------------------|



|                                                                                                                                                                                                                                                     |                                       |  |                                           |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--|-------------------------------------------|--|
| <div>ISOYA *6400 when using Douglas altimeter setting.<br/>DDY 29</div> <div>HATNO<br/>DDY 27</div> <div>SPIDE OM<br/>7183</div> <div>MAMUE<br/>DDY 17.5</div> <div>7500<br/>↑</div> <div>DDY<br/>□</div> <div>ELEV 5344</div> <div>TDZE 5328</div> |                                       |  |                                           |  |
| <div>8200</div> <div>032°</div> <div>7600</div> <div>7200</div> <div>*6220</div> <div>DDY 14.7</div> <div>*LOC only</div> <div>GS 3.00°<br/>TCH 50</div> <div>2 NM</div> <div>6.8 NM</div> <div>2.9 NM</div> <div>2.7 NM</div>                      |                                       |  |                                           |  |
| CATEGORY                                                                                                                                                                                                                                            | A B C D                               |  |                                           |  |
| S-ILS 3                                                                                                                                                                                                                                             | # 5528/24 200 (200-½)                 |  |                                           |  |
| S-LOC 3                                                                                                                                                                                                                                             | 6220/40 892 (900-¾)                   |  | 6220-2 892 (900-2)                        |  |
| CIRCLING                                                                                                                                                                                                                                            | 6220-1¼ 876 (900-1¼)                  |  | 6220-2½ 876 (900-2½) 6220-2¾ 876 (900-2¾) |  |
| MAMUE FIX MINIMUMS                                                                                                                                                                                                                                  |                                       |  |                                           |  |
| S-LOC 3                                                                                                                                                                                                                                             | 5740/24 412 (400-½)                   |  | 5740/40 412 (400-¾)                       |  |
| CIRCLING                                                                                                                                                                                                                                            | 5740-1 396 (400-1) 5800-1 456 (500-1) |  | 5860-1½ 516 (600-1½) 6200-2¾ 856 (900-2¾) |  |
| <div>REIL Rwy 21</div> <div>HIRL Rwys 3-21 and 8-26</div> <div>FAF to MAP 5.6 NM</div> <div>Knots 60 90 120 150 180</div> <div>Min:Sec 5:36 3:44 2:48 2:14 1:52</div>                                                                               |                                       |  |                                           |  |

NW-1, 04 SEP 2025 to 02 OCT 2025

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