

## KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.



The FAA will release a From the Flight Deck Video which will highlight actual KCPR airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

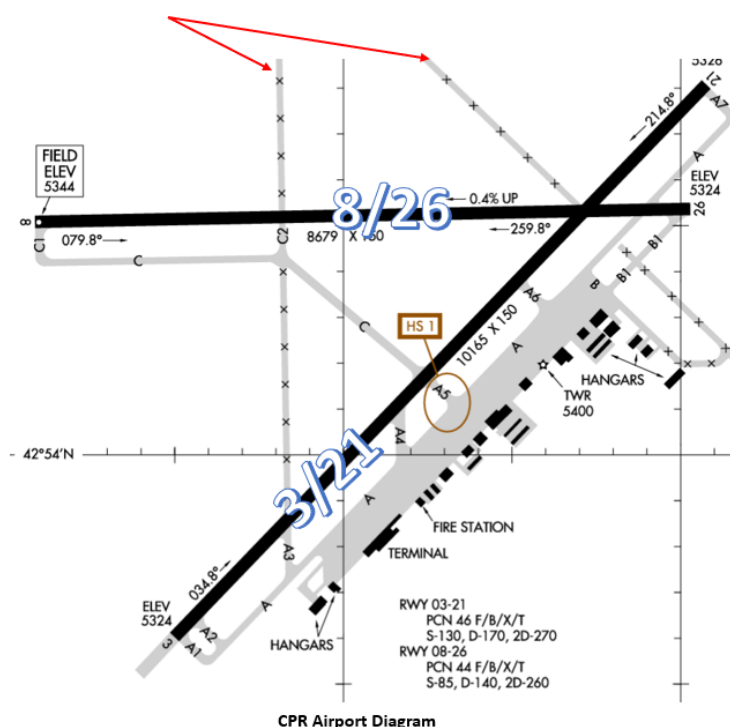
**Casper/Natrona County International Airport (KCPR)** is located 7 miles northwest of the city of Casper, Wyoming. KCPR is the largest airport in the state and is a former US Army Airfield. KCPR has a traffic mix that primarily consists of general aviation aircraft, commercial passenger service as well as military operations.

KCPR Tower Hours of  
Operation – 0500L-2100L  
Administrative Office Open  
0700L to 1530L M-F  
Business Phone 307-472-8940

The RWY configuration consists of intersecting RWY 8/26 and RWY 3/21 which is over 10,000 feet long.

Remnants of the old, decommissioned RWY's can still be seen and are depicted on the Airfield Diagram with a series of X's.

Decommissioned RWY's

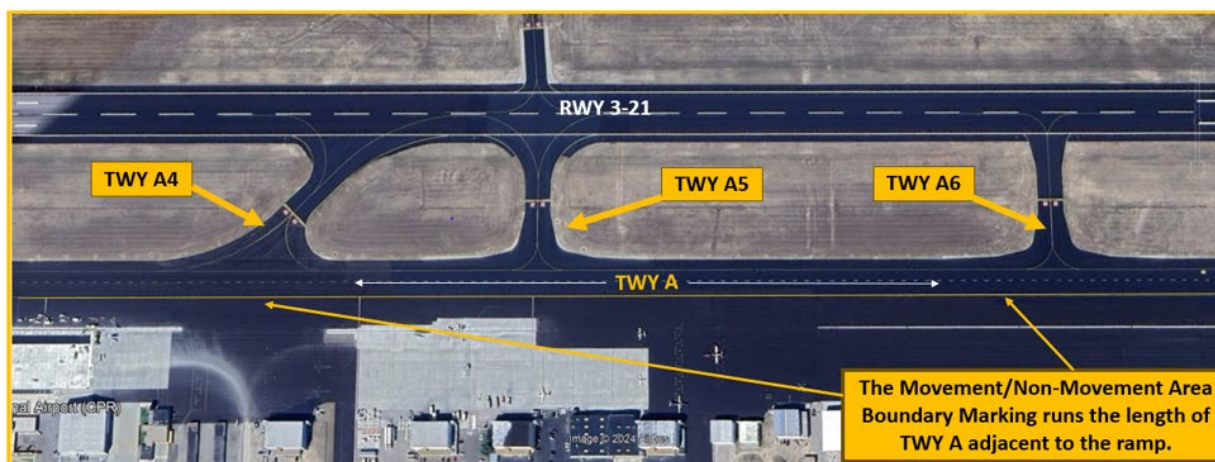


The **airspace** at KCPR is **Class D** (Refer to Sectional Chart.)

## Cautions

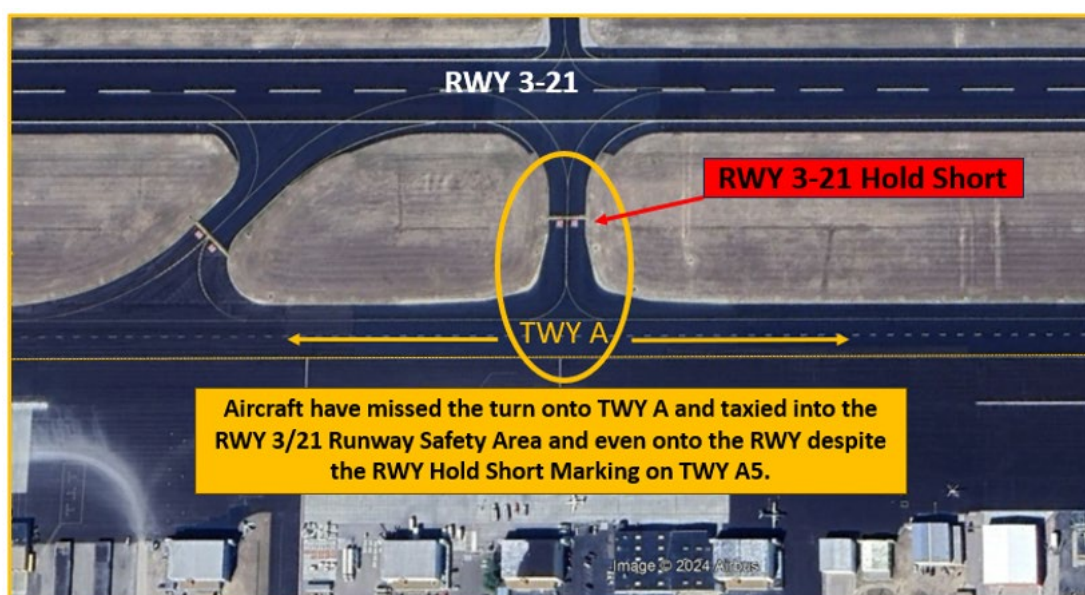
### Hot Spots

- ✓ **HS 1** Pilots sometimes taxi past TWY A onto RWY 3/21 without authorization. TWY A on edge of ramp with no signage, and TWY A5 has direct access to RWY from ramp.



Hotspot 1

- ✓ There are three TWY's that provide RWY access from the ramp areas and could lead to a RWY incursion when aircraft miss the turn onto TWY A. (See illustration above).
- ✓ There are **no above ground signs or on-pavement markings** in this area. The Movement/Non-Movement area boundary marking separates the ramp from TWY A.



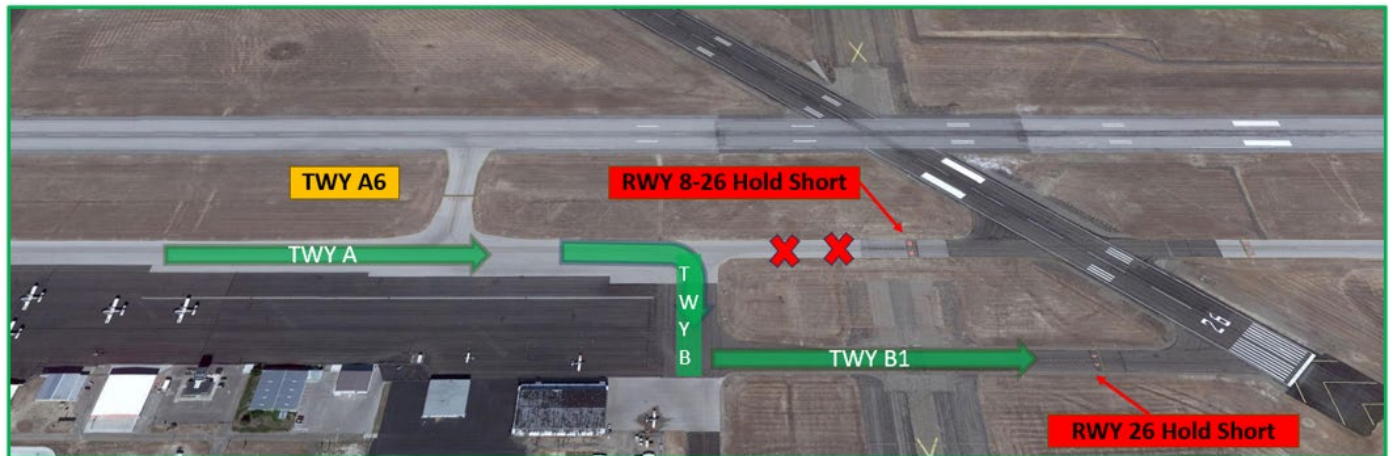
Hotspot 1

- ✓ Aircraft that park at Atlantic FBO need to exercise extra vigilance to ensure that they turn onto TWY A since this area is directly in line with TWY A5.



## Surface-Movement Areas Cautions

- ✓ Pilots issued taxi instructions to RWY 26 sometimes miss the turn from TWY A onto TWY B.
- ✓ This results in aircraft inadvertently entering RWY 26 without a clearance.



Movement Area 1

- ✓ An On-pavement marking located on TWY A after passing TWY A6, directs pilots to TWY B. (See illustration below)
- ✓ If you are ever unsure of your position or instructions, ask the TWR.



Movement Area 2

## FROM THE KCPR TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

### General

- ✓ If doing a local flight over town, please monitor the TWR frequency. Since the city of Casper is outside of the Class Delta, you are not required to be in contact with TWR. However, that is busy airspace with other aircraft doing local flights and medevac helicopters going in and out of the hospital. Monitoring TWR frequency will enable us to provide traffic advisories.

### Traffic Patterns

- ✓ Standard pattern is left traffic for all RWY's. If you would like something different, just let the TWR controller know and they can most likely accommodate anything.

### Ground Control

- ✓ Delays to KDEN, KAPA, and Colorado Ski-Country airports are common. If you need to wait out a delay and we are using RWY 21 or RWY 26, you will be instructed to wait on the north end of the ramp.
- ✓ Park on the section of the ramp where TWY's A/B meet. To avoid exhaust impacting the hangars in this area, please park your aircraft parallel to TWY A. (See illustration below)



Ground Delay Parking

- ✓ For local aircraft that are about to contact Ground Control (GC), if you are parked near the self-serve fuel tank, we usually have feedback interference on GC and approach frequencies in this area.
- ✓ Please pull up near TWY A and then contact GC. The further away from the self-serve fuel tank you are generally the better the reception is for us.

**RWY Crossings**

- ✓ Please read back all RWY crossing and RWY hold short instructions with your callsign included in the same transmission.

**Takeoff/Departure**

- ✓ Please read back all take-off clearances with your callsign included in the same transmission.
- ✓ For VFR departures, if you are issued “on course approved” you are expected to make the on-course turn over the departure end of the RWY.
- ✓ If you would like an early crosswind-turn, ask the TWR controller and they will do what they can to get that for you.

**Weather**

- ✓ It is windy here at Casper with big gusts frequently coming through. Wind direction also changes frequently.
- ✓ If the wind changes direction while on final, please don’t try to land in a crosswind that you are uncomfortable with. It is no problem to go-around and get set up for a different runway.

**Special Traffic (Military / Commercial / Helicopter, etc.)**

- ✓ For pipeline patrol aircraft, if you need to cross the end of a RWY for your patrol, please advise the TWR which RWY you’ll need to cross so they can plan the other traffic around you.

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