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List of pages in this Trip Kit

Trip Kit Index
Airport Information For 07MT
Airport Information For KBIL
Terminal Charts For KBIL
Airport Information For KBTM
Terminal Charts For KBTM
Airport Information For KBZN
Terminal Charts For KBZN
Airport Information For KDLN
Terminal Charts For KDLN
Airport Information For KGPI
Terminal Charts For KGPI
Airport Information For KGTF
Terminal Charts For KGTF
Airport Information For KHLN
Terminal Charts For KHLN
Airport Information For KMSO
Terminal Charts For KMSO
Airport Information For KWYS
Terminal Charts For KWYS
Revision Letter For Cycle 04-2012
Change Notices
Notebook

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General Information

Location: Glasgow MT USA
IATA Code:
Lat/Long: N48° 25.3' W106° 31.7'
Elevation: 2762 ft

Airport Use: Private
Magnetic Variation: 10.6°E
Sectional Chart: Billings

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1352 Z
Sunset: 0046 Z,

Runway Information

Runway: 10
Length x Width: 13500 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 2762 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 28
Length x Width: 13500 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 2758 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 2500 ft
Stopway: 1000 ft

Communication Information

Glasgow Multicom 123.275 CTAF PCL
Glasgow Multicom 123.225 Secondary
Salt Lake City Center 126.85 Remote Communications Air-Ground

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General Information

Location: Billings MT USA
IATA Code: BIL
Lat/Long: N45° 48.5' W108° 32.6'
Elevation: 3652 ft

Airport Use: Public
Magnetic Variation: 11.4°E
Sectional Chart: Billings

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1357 Z
Sunset: 0057 Z,

Runway Information

Runway: 07
Length x Width: 5503 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3636 ft
Lighting: Edge

Runway: 10L
Length x Width: 10521 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3585 ft
Lighting: Edge, ALS

Runway: 10R
Length x Width: 3800 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3652 ft
Lighting: Edge

Runway: 25
Length x Width: 5503 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3586 ft
Lighting: Edge, REIL

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Runway: 28L
Length x Width: 3800 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3641 ft
Lighting: Edge

Runway: 28R
Length x Width: 10521 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3517 ft
Lighting: Edge, REIL

Communication Information

ATIS 126.3
Billings Tower 127.2
Billings Ground Control 121.9
Billings Clearance Delivery 121.9
Billings Pre-Taxi Clearance 121.9
Billings Approach Control 120.5 Initial Contact
Billings Approach Control 119.2
Billings App ARSA 120.5
Billings App ARSA 119.2
Billings Departure Control 120.5
Billings Departure Control 119.2
Billings Logan Intl Unicom 122.95
Great Falls Flight Service Station 122.55 RCO

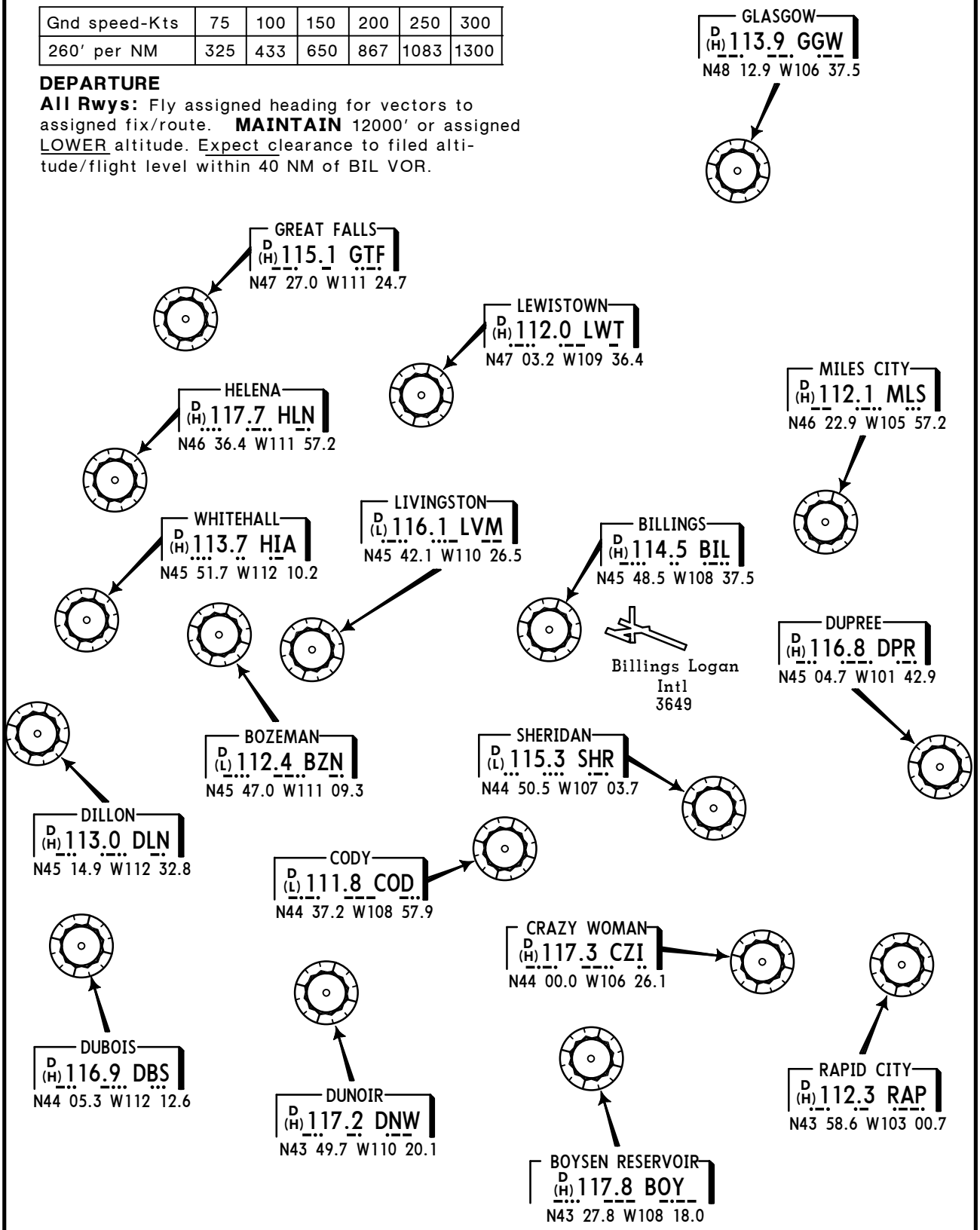
BILLINGS TWO DEPARTURE (BIL2.BIL) (VECTOR)

Take-off on Rwys 7 and 10L/R requires a minimum climb of 260′ per NM to 4500′.

Gnd speed-Kts	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300

DEPARTURE

All Rwys: Fly assigned heading for vectors to assigned fix/route. **MAINTAIN** 12000′ or assigned LOWER altitude. Expect clearance to filed altitude/flight level within 40 NM of BIL VOR.



LOST COMMUNICATIONS PROCEDURE ONLY

If no transmissions are received for one minute after departure, fly last assigned heading until reaching 7000′. Proceed direct BIL VOR, then via last routing cleared and climb to filed altitude.

CHANGES: BZN VOR frequency.

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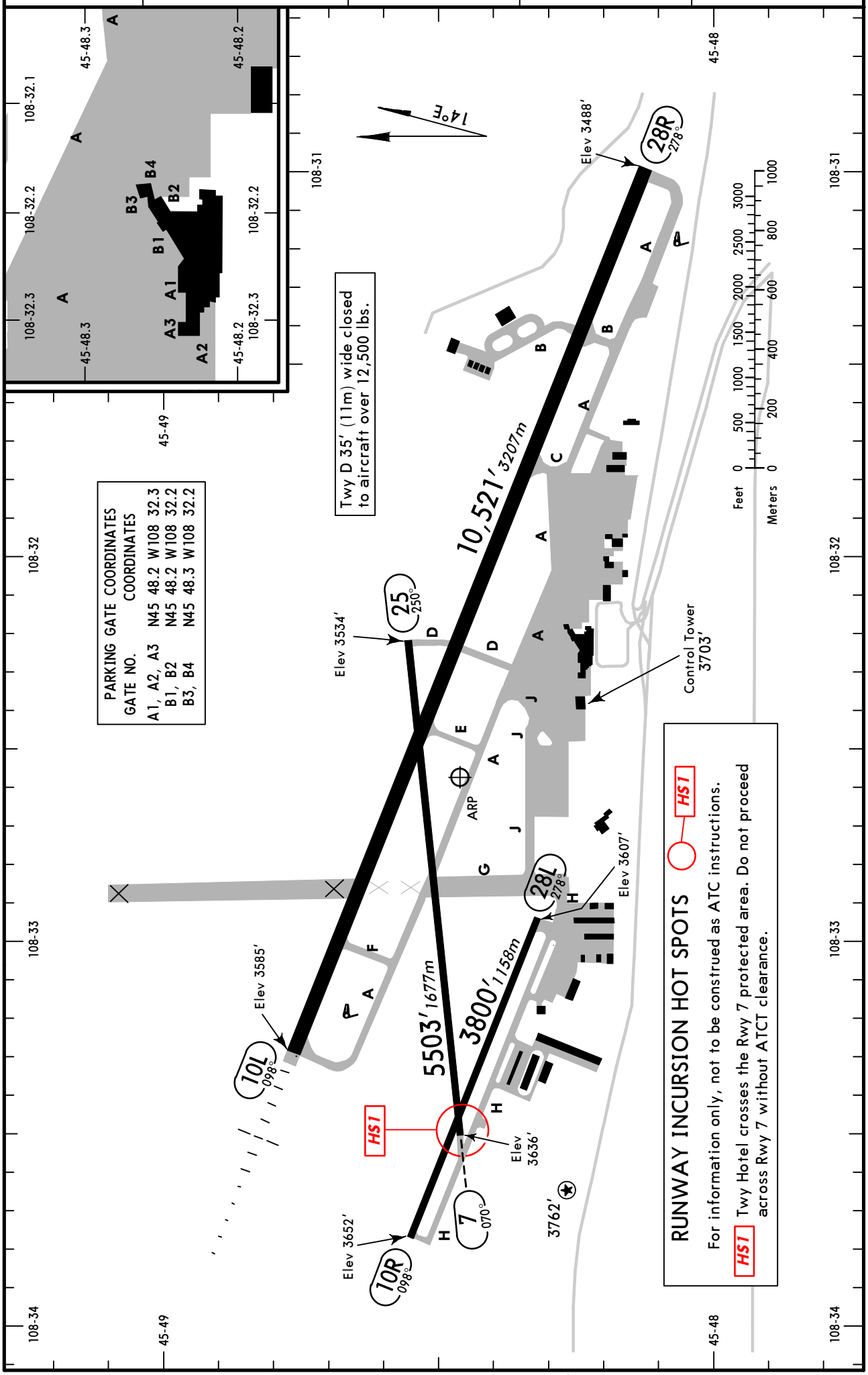
ATIS	BILLINGS Clearance (Cpt)	Ground	Tower	BILLINGS Departure (R) West	BILLINGS Departure (R) East
126.3	121.9	121.9	127.2	120.5	119.2



CHANGES: Twy note.

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GENERAL

Prior approval required for unscheduled air carrier operations with more than 30 passenger seats; contact airport operations.

Low-level wind shear alert system.

Migratory waterfowl in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7 ❶ 25	❷MIRL PAPI-L (angle 3.0°) ❷MIRL ❷ REIL PAPI-R (angle 3.0°)	grooved				75′ *23m*
10R ❶ 28L	❷MIRL					75′ *23m*
10L ❸ 28R	❷HIRL ❷ MALSR PAPI-L (angle 3.0°) ❷HIRL ❷ REIL PAPI-R (angle 3.0°)	porous friction course overlay RVR		9385′ *2861m* 9595′ *2925m*		150′ *46m*

❶ Closed to aircraft over 12,500 lbs.
❷ Contact tower.
❸ Maximum single wheel weight: 130,000 lbs.;
Maximum dual wheel weight: 170,000 lbs.;
Maximum double dual tandem weight: 550,000 lbs. for DC 10-40;
Maximum double dual tandem weight: 710,000 lbs. for B747-100;

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7, 10L, 25, 28L, 28R		Rwy 10R
	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	NA
3 & 4 Eng		RVR 24 or 1/2	

OBSTACLE DP

Rwy 10L, climb heading 098° to 4600′ before turning right.

FOR FILING AS ALTERNATE

	ILS Rwy 10L ILS Rwy 28R	LOC Rwy 10L LOC DME Rwy 28R RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 VOR DME Rwy 28R VOR-A	NDB Rwy 10L	RNAV (GPS) Rwy 10L	RNAV (GPS) Rwy 28R
A	600-2	800-2	800-2	800-2 1/4	900-2
B					
C					900-3
D			800-2 1/4		

AMEND 5

CHANGES: None.

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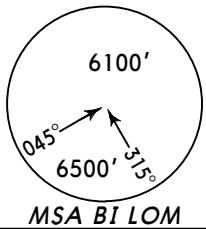
BRIEFING STRIP TM

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

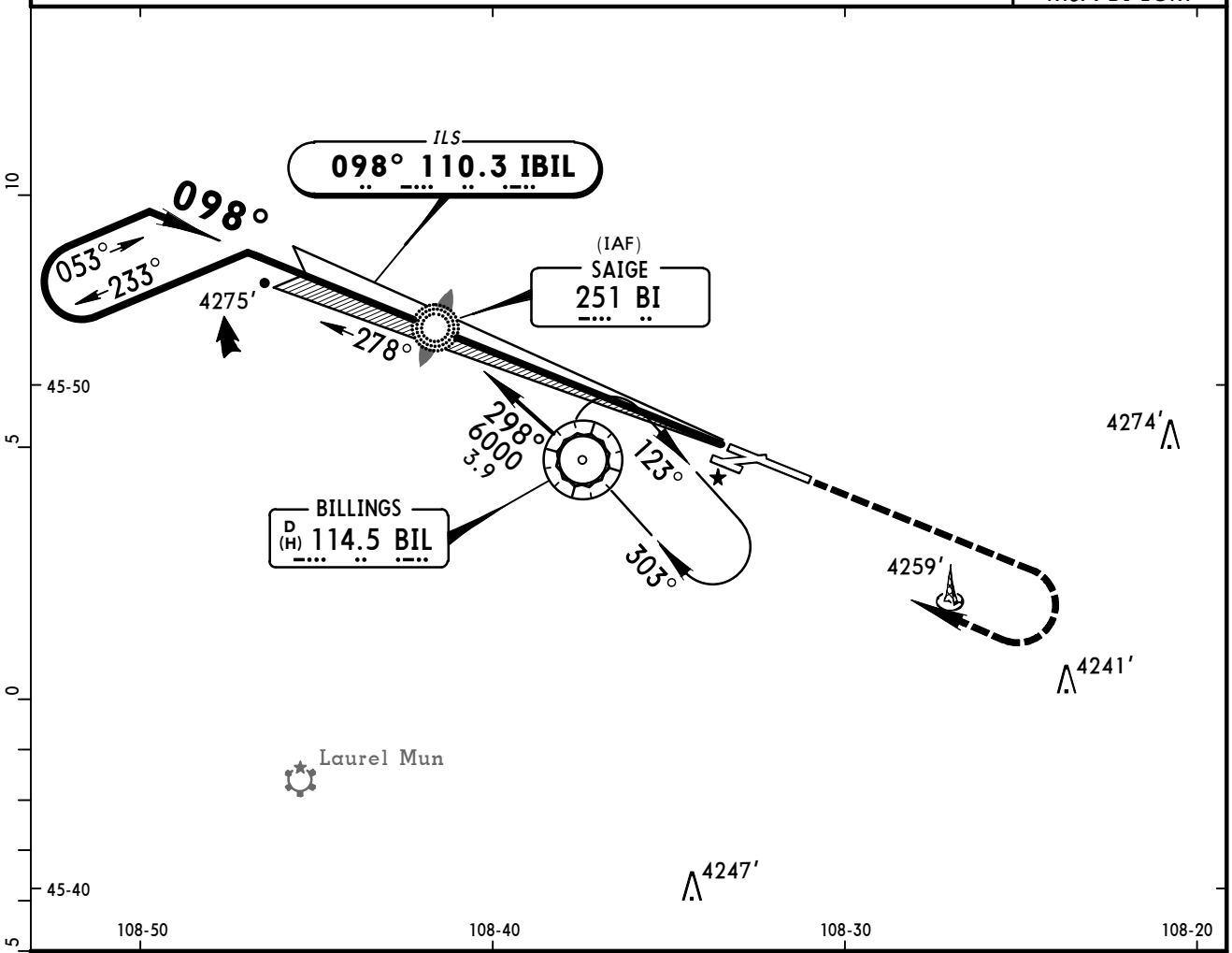
LOC IBIL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 3652′
110.3	098°	5632′ (2048′)	3784′ (200′)	TDZE 3584′

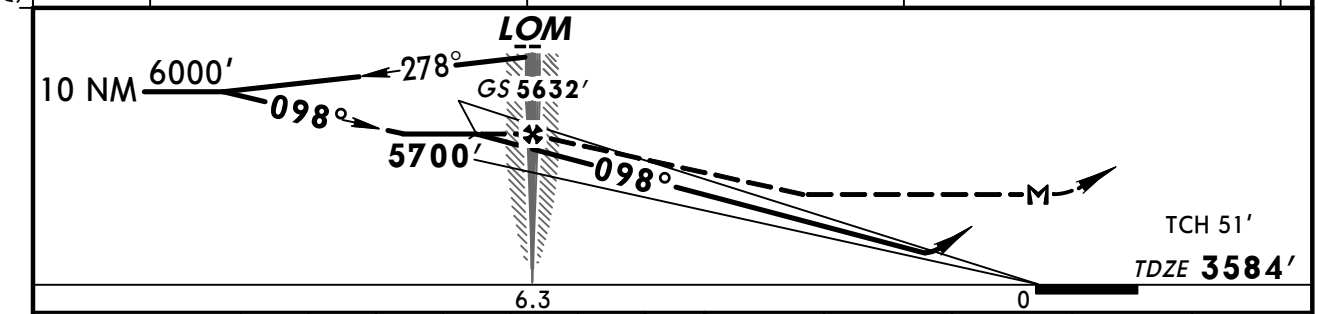
MISSED APCH: Climb to 6000′, then RIGHT turn direct BIL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA BI LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR PAPI | 6000′ | RT | D | BIL 114.5

TERPS AMEND 24C

STRAIGHT-IN LANDING RWY10L

	ILS		LOC (GS out)		
	1 DA(H) 3784′(200′)		MDA(H) 4120′(536′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4160′(508′) -1
120	4180′(528′) -1
140	4180′(528′) -1½
165	4220′(568′) -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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KBIL/BIL
BILLINGS LOGAN INTL

JEPPESEN

6 AUG 10 (11-2)

BILLINGS, MONT
ILS or LOC DME Rwy 28R

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

LOC IBMO	Final Apch Crs	GS ZELAR	ILS DA(H)	Apt Elev 3652′
111.5	278°	5160′ (1643′)	3767′ (250′)	TDZE 3517′

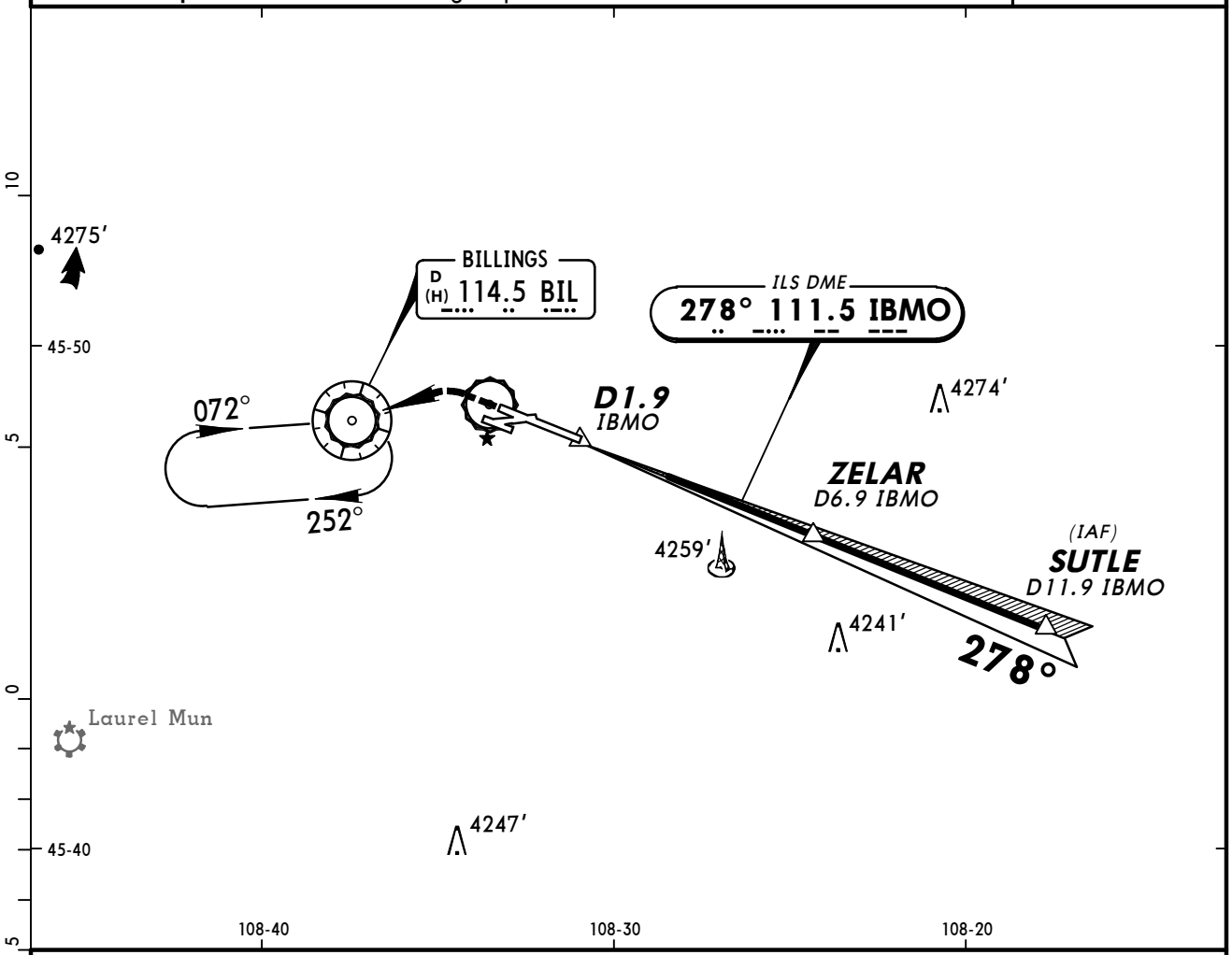
MISSED APCH: Climb to 4300′, then climbing LEFT turn to 6000′ direct BIL VOR and hold.

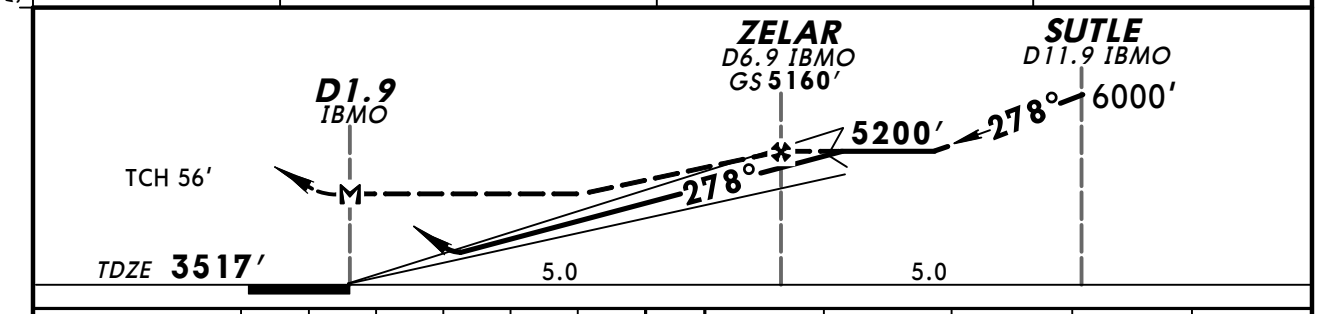
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. VGSI and ILS glidepath not coincident.

6100′
040° 310°
8400′
MSA BIL VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.9 IBMO						

REIL PAPI-R | 4300′ | 6000′ LT | D | BIL 114.5

STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 3767′ (250′)	LOC (GS out) MDA(H) 4000′ (483′)
A	1	1
B		
C		1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4160′ (508′) -1
120	4180′ (528′) -1
140	4180′ (528′) -1½
165	4220′ (568′) -2

TERPS AMEND 0C 29 JUL 2010

CHANGES: Procedure title.

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KBIL/BIL
BILLINGS LOGAN INTL

JEPPESEN

13 JUN 08 (12-1)

BILLINGS, MONT
RNAV (GPS) Rwy 7

BRIEFING STRIP™

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 3652′
	070°	CAPTU 5300′ (1664′)	4209′ (573′)	TDZE 3636′

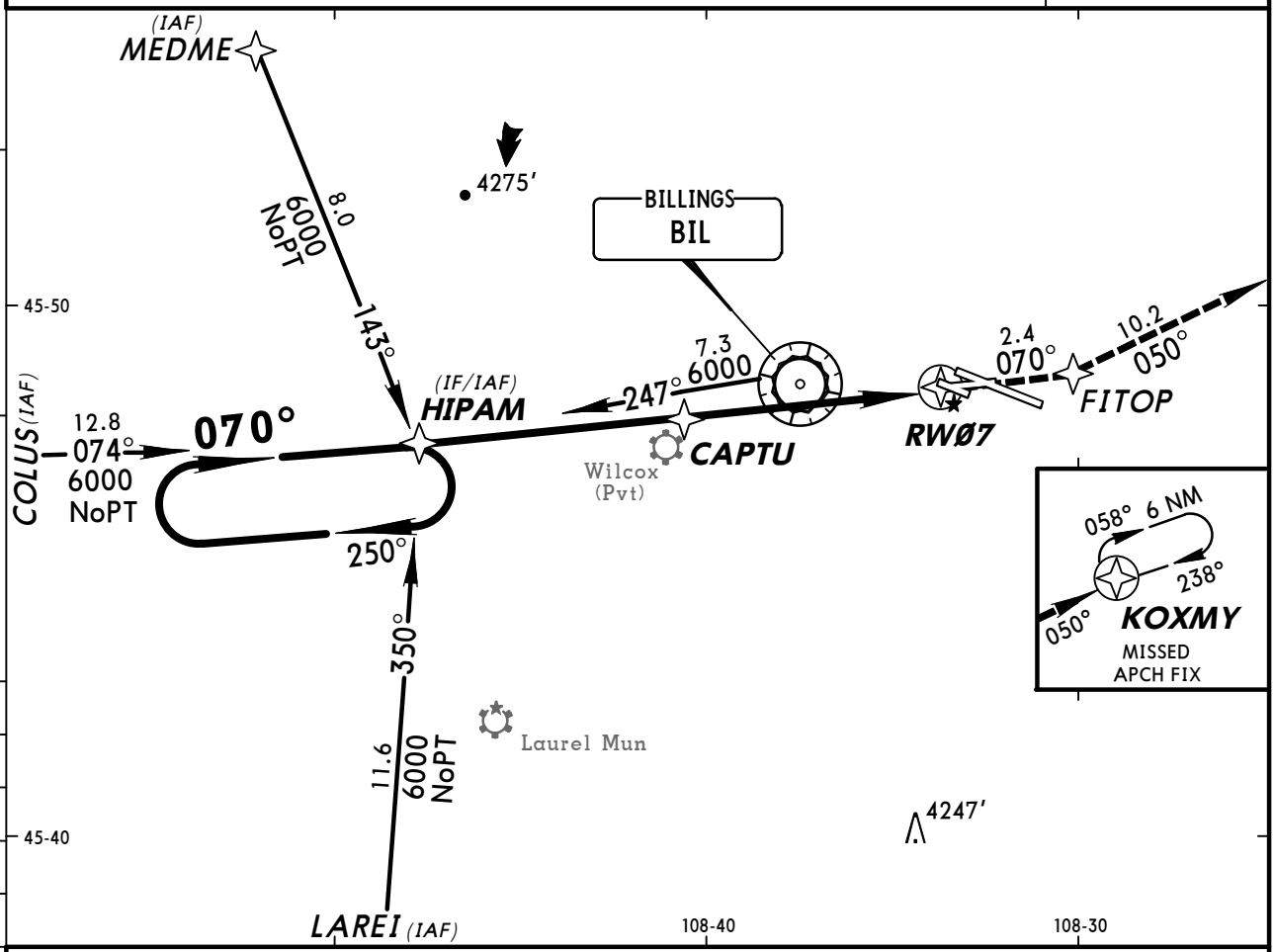
MISSED APCH: Climb to 6000′via 070° course to FITOP, then LEFT turn via 050° course to KOXMY and hold.

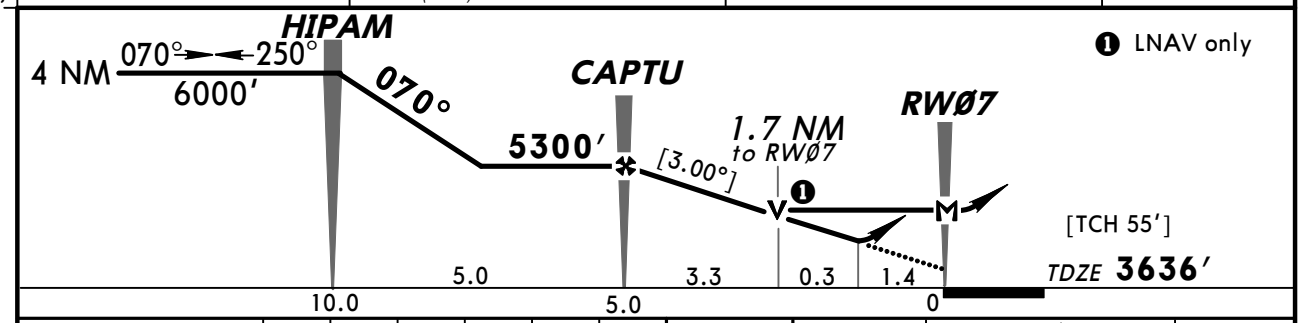
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV systems not authorized below -22°C (-7°F) or above 41°C (105°F). 2. DME/DME RNP-0.3 not authorized.

8400′

MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ7						

PAPI-L 6000′ via 070° FITOP

STRAIGHT-IN LANDING RWY 7			CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 4209′(573′)		LNAV MDA(H) 4220′ (584′)	Max Kts	MDA(H)
A	2	1	90	4220′ (568′)-1
B			120	
C		1½	140	4220′ (568′)-1½
D		1¾	165	4220′ (568′)-2

AMEND OA TERPS

CHANGES: Notes, minimums.

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KBIL/BIL
BILLINGS LOGAN INTL

JEPPESEN
13 JUN 08 (12-2)

BILLINGS, MONT
RNAV (GPS) Rwy 10L

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

BRIEFING STRIP™

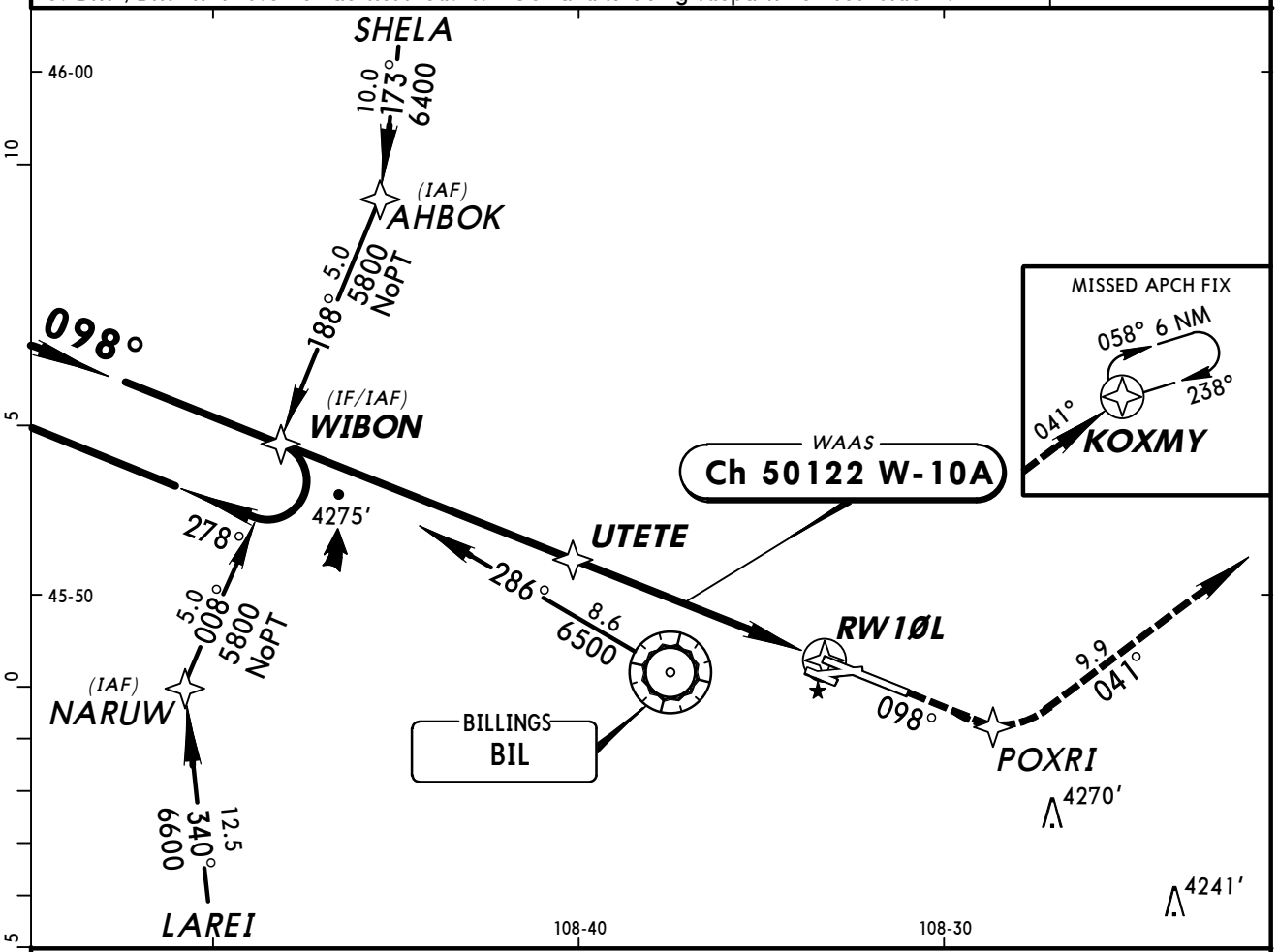
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 3652′
Ch 50122 W-10A	098°	UTETE 5300′ (1716′)	3950′ (366′)	TDZE 3584′

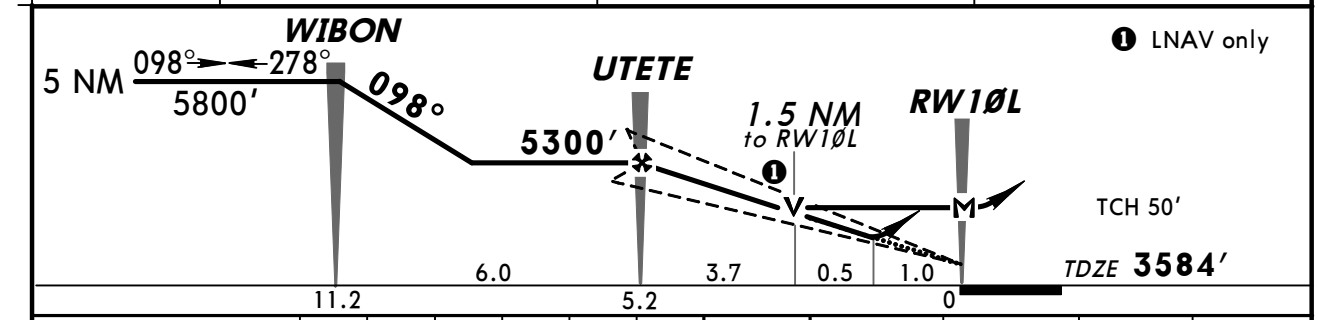
MISSED APCH: Climb to 6000′ direct POXRI, then via 041° track to KOXMY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -22°C (-7°F). 2. GPS or RNP-0.3 required.
3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.

8300′
MSA RW1ØL





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1ØL							

MALSR
PAPI
6000′
POXRI

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 10L

	LPV DA(H) 3950′(366′)		LNAV/VNAV DA(H) 4200′(616′)		LNAV MDA(H) 4120′ (536′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	2¼		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4200′ (548′)-2¼
120	
140	
165	4220′ (568′)-2¼

CHANGES: None.

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BRIEFING STRIP™

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

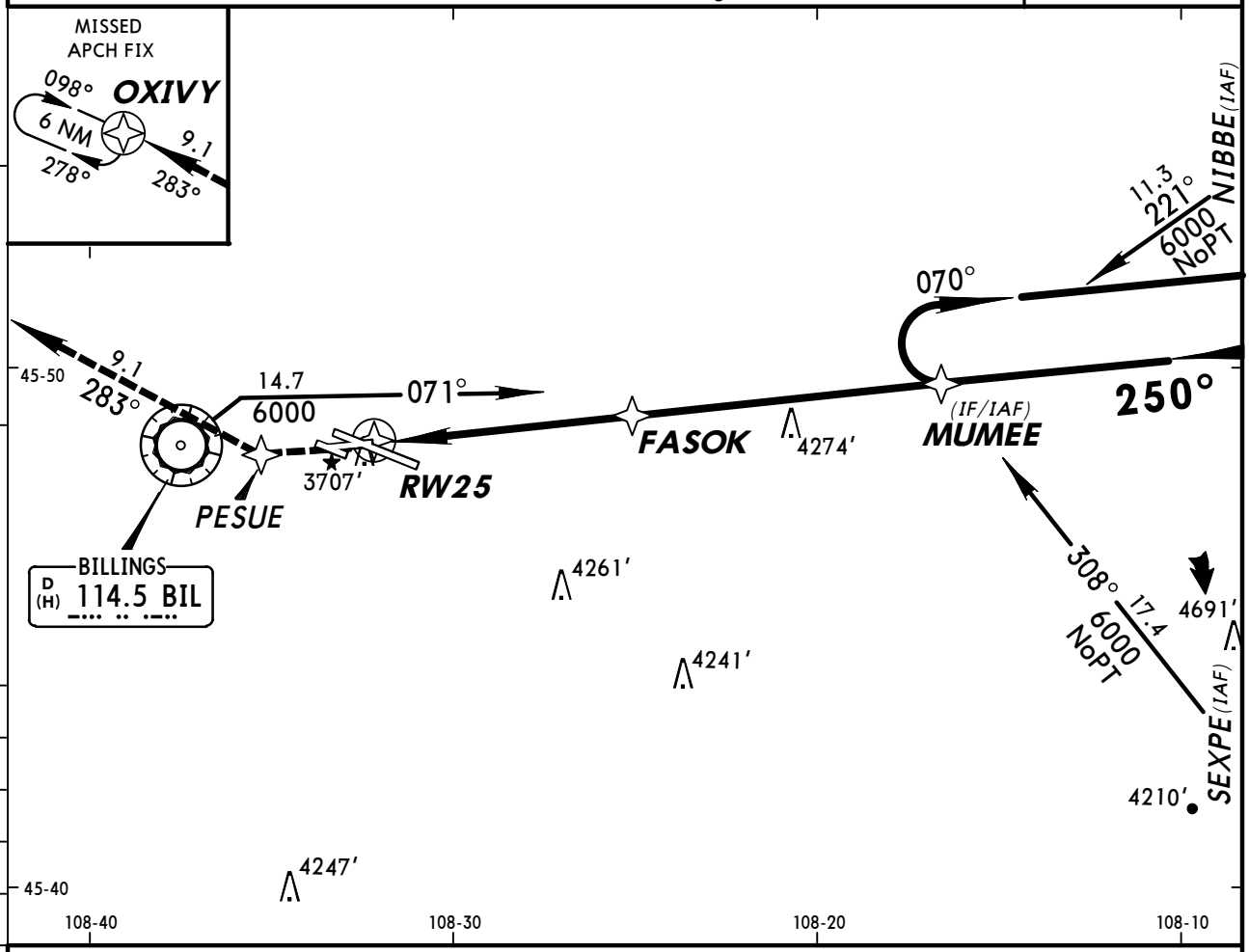
RNAV	Final Apch Crs	Minimum Alt FASOK	LNAV MDA(H)	Apt Elev 3652′
	250°	5200′ (1614′)	4020′ (434′)	TDZE 3586′

MISSED APCH: Climb to 5800′ direct PESUE and on track 283° to OXIVY and hold.

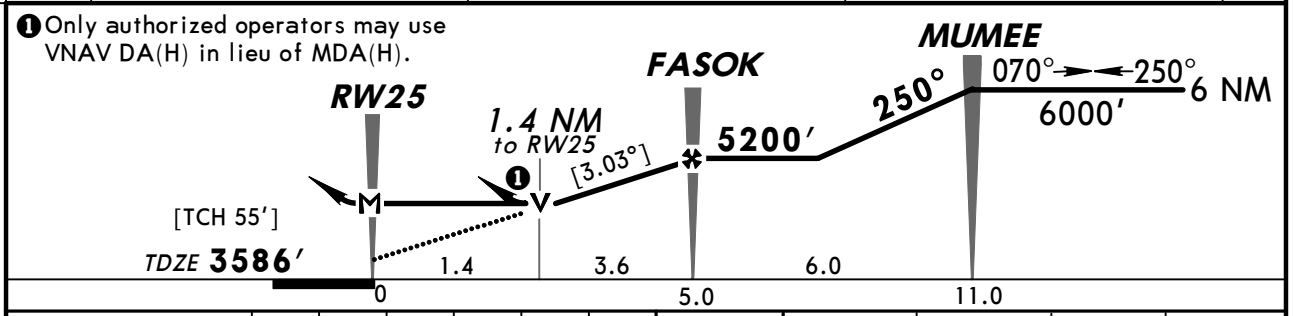
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.

8300′
MSA RW25



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at RW25						

REIL
PAPI-R

5800′

PESUE

STRAIGHT-IN LANDING RWY 25 LNAV MDA(H) 4020′(434′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	4160′ (508′)-1¼
B		120	4180′ (528′)-1¼
C	1¼	140	4180′ (528′)-1½
D	2	165	4220′ (568′)-2

TERPS AMEND 0B 20 OCT 2011

CHANGES: Notes, missed apch, MSA, BIL transition, MUMEE hold, minimums.

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KBIL/BIL
BILLINGS LOGAN INTL

JEPPESEN

14 OCT 11 (12-4) Eff 20 Oct

BILLINGS, MONT
RNAV (GPS) Rwy 28R

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

BRIEFING STRIP™

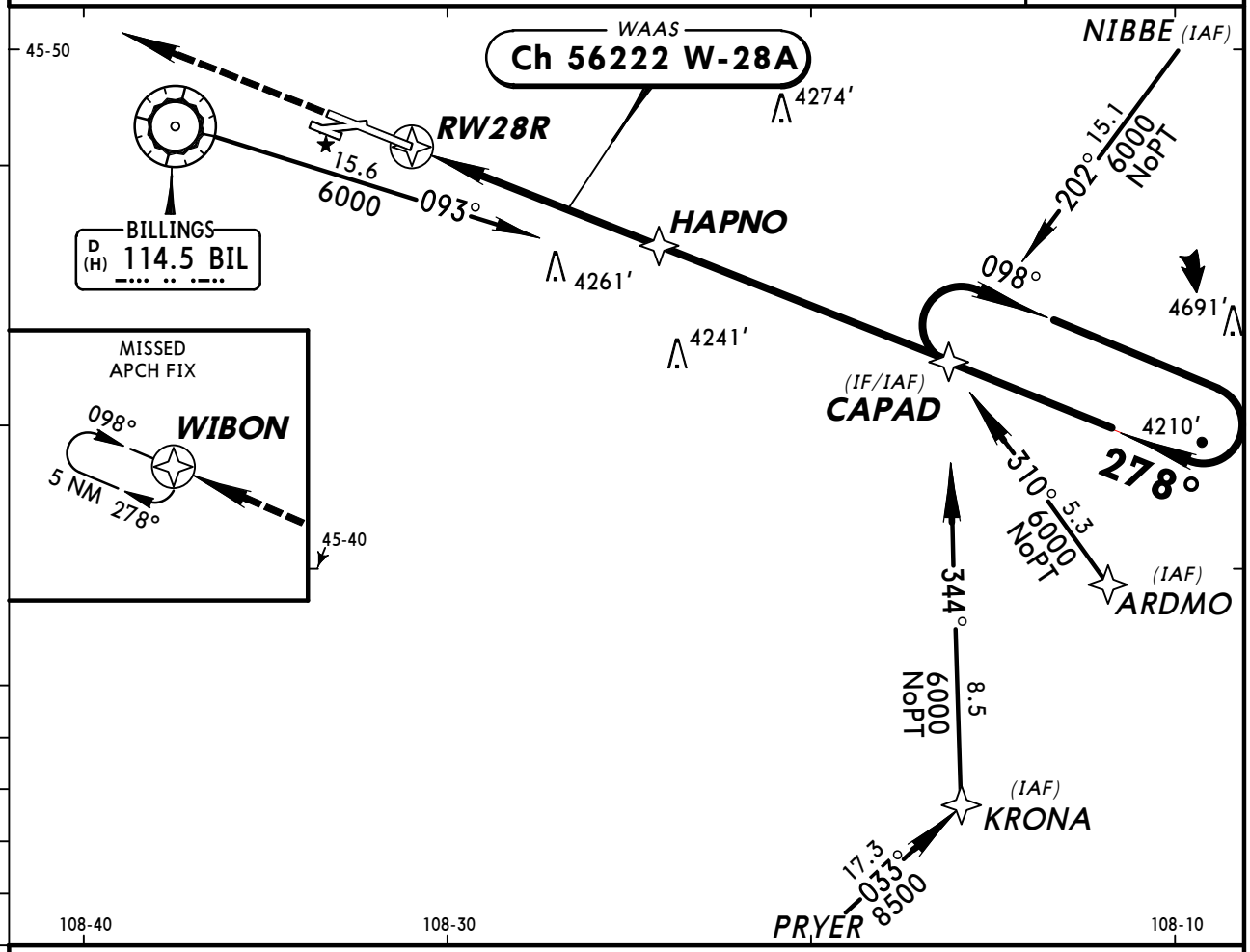
WAAS	Final Apch Crs	Minimum Alt HAPNO	LPV DA(H)	Apt Elev 3652′
Ch 56222 W-28A	278°	5200′ (1683′)	3770′ (253′)	TDZE 3517′

MISSED APCH: Climb to 5800′ direct to WIBON and hold.

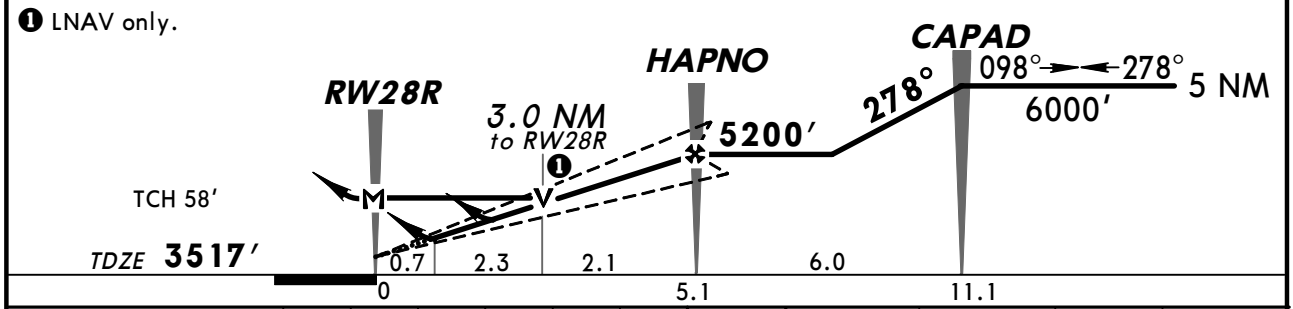
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 2. DME/DME RNP-0.30 not authorized.

8300′
MSA RW28R



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28R						

REIL
PAPI-R

5800′

WIBON

STRAIGHT-IN LANDING RWY 28R

	LPV DA(H) 3770′ (253′)	LNAV/VNAV DA(H) 3840′ (323′)	LNAV MDA(H) 4500′ (983′)
A	1	1¼	1¼
B			1½
C			3
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4500′ (848′)-1¼
120	4500′ (848′)-1½
140	4500′ (848′)-3
165	

TERPS AMEND 1A

CHANGES: None.

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KBIL/BIL
BILLINGS LOGAN INTL

JEPPESEN
13 JUN 08 (13-1)

BILLINGS, MONT
VOR DME Rwy 28R

BRIEFING STRIP™

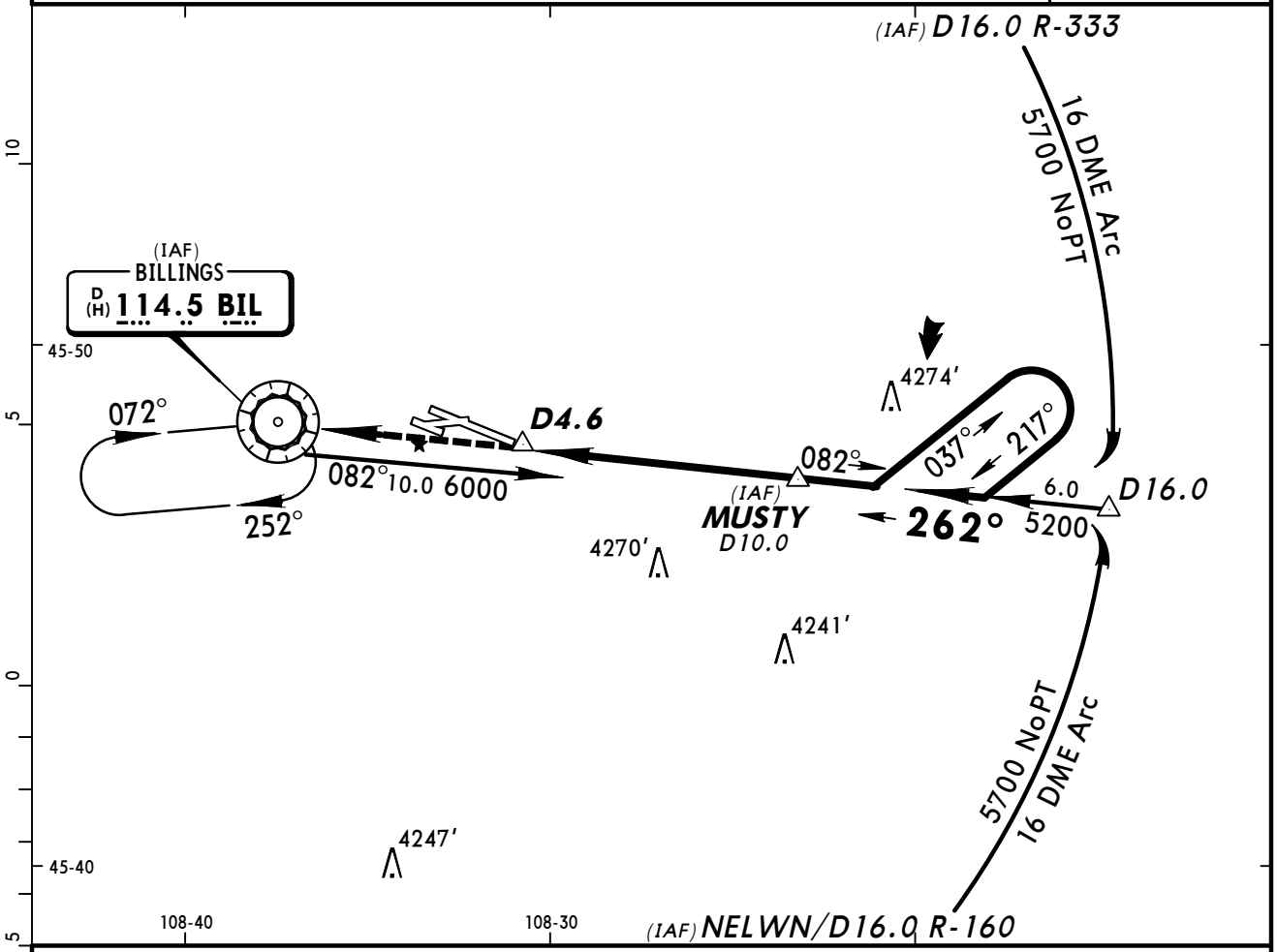
ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

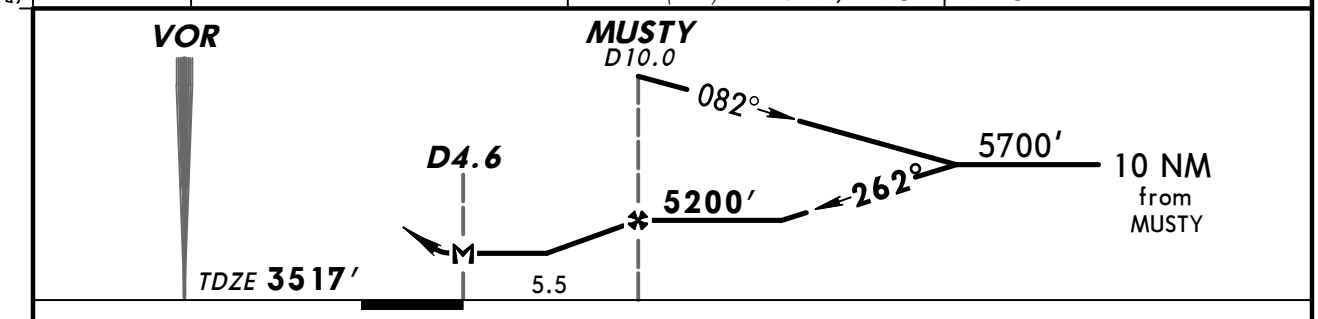
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3652′
BIL 114.5	262°	MUSTY 5200′ (1683′)	4040′ (523′)	TDZE 3517′

MISSED APCH: Climb to 6000′ direct BIL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA BIL VOR: 6100′ (040°–310°), 8400′





MAP at D4.6								REIL PAPI-R	6000′	D	BIL 114.5

STRAIGHT-IN LANDING RWY 28R		CIRCLE-TO-LAND	
MDA(H) 4040′(523′)		Max Kts.	MDA(H)
A	1	90	4160′ (508′)-1
B		120	4180′ (528′)-1
C	1½	140	4180′ (528′)-1½
D	1¾	165	4220′ (568′)-2

TERPS AMEND 13C

CHANGES: MSA.

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BRIEFING STRIP™

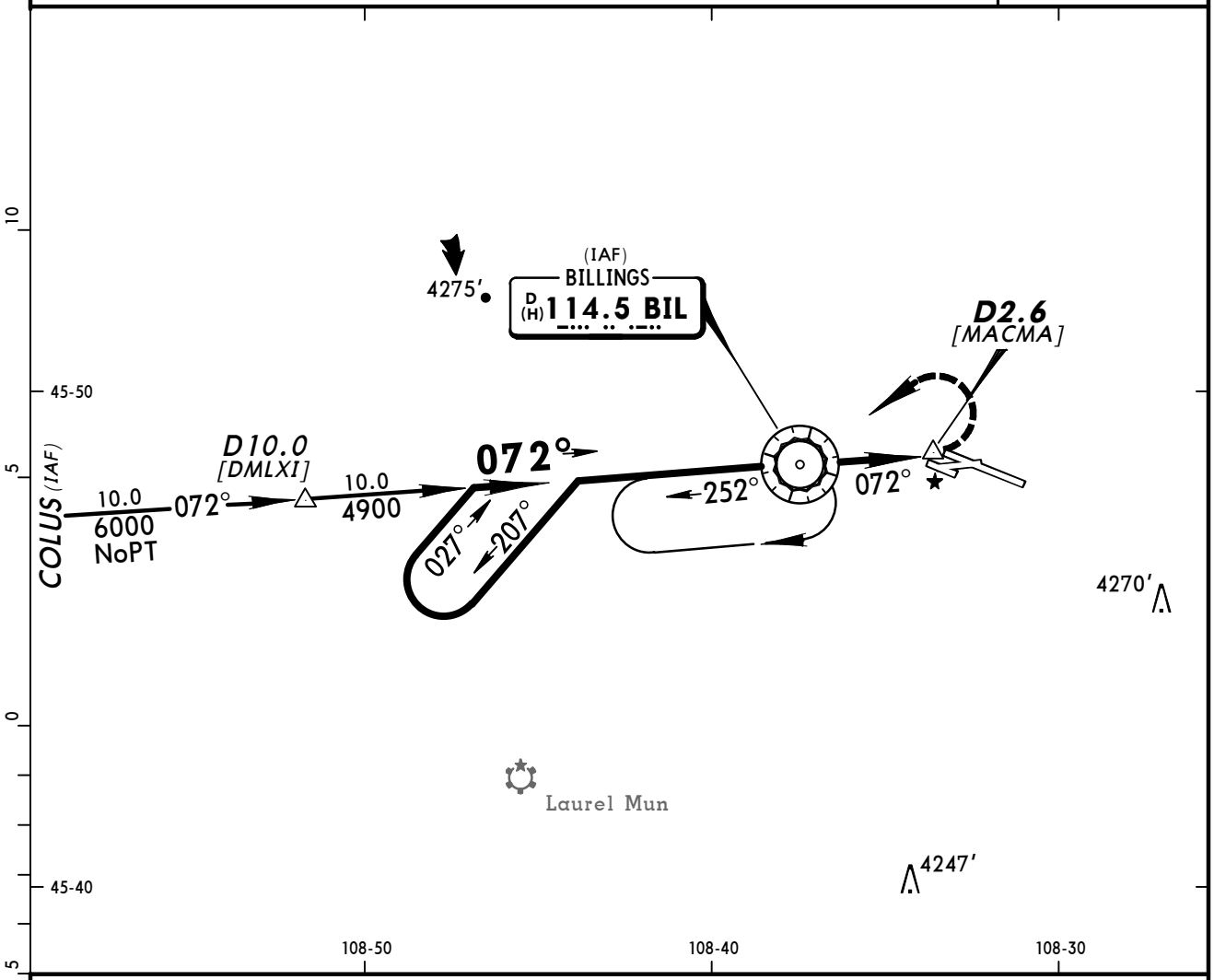
ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

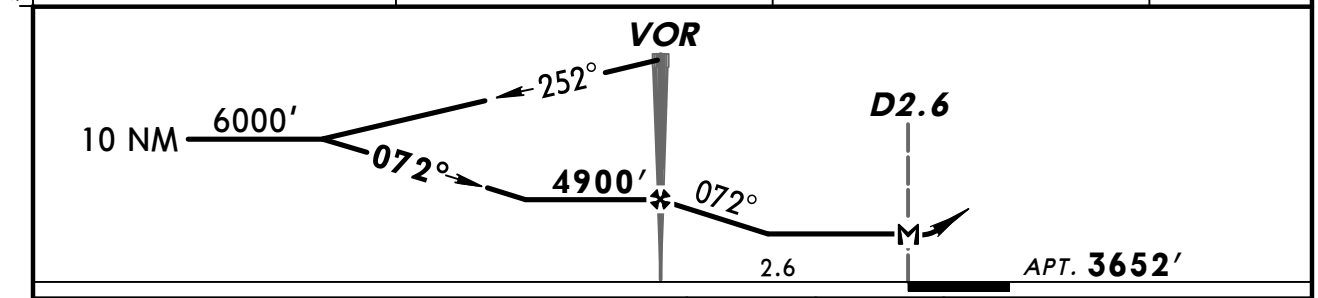
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3652′
BIL 114.5	072°	VOR 4900′ (1248′)	Refer to Minimums	

MISSED APCH: Climbing LEFT turn to 6000′ direct BIL VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA BIL VOR: 6100′ (040°–310°), 8400′





Gnd speed-Kts		70	90	100	120	140	160
MAP at D2.6 or VOR to MAP	2.6	2:14	1:44	1:34	1:18	1:07	0:59

Lighting - Refer to Airport Chart | 6000′ LT | D | BIL 114.5

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	4180′ (528′)-1
B	120	4180′ (528′)-1½
C	140	4180′ (528′)-1½
D	165	4220′ (568′)-2

AMEND 1B

TERPS

CHANGES: MSA.

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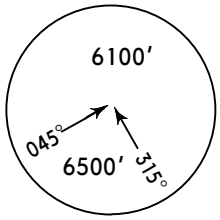
BRIEFING STRIP™

ATIS	BILLINGS Approach (R)	BILLINGS Tower	Ground
126.3	120.5	127.2	121.9

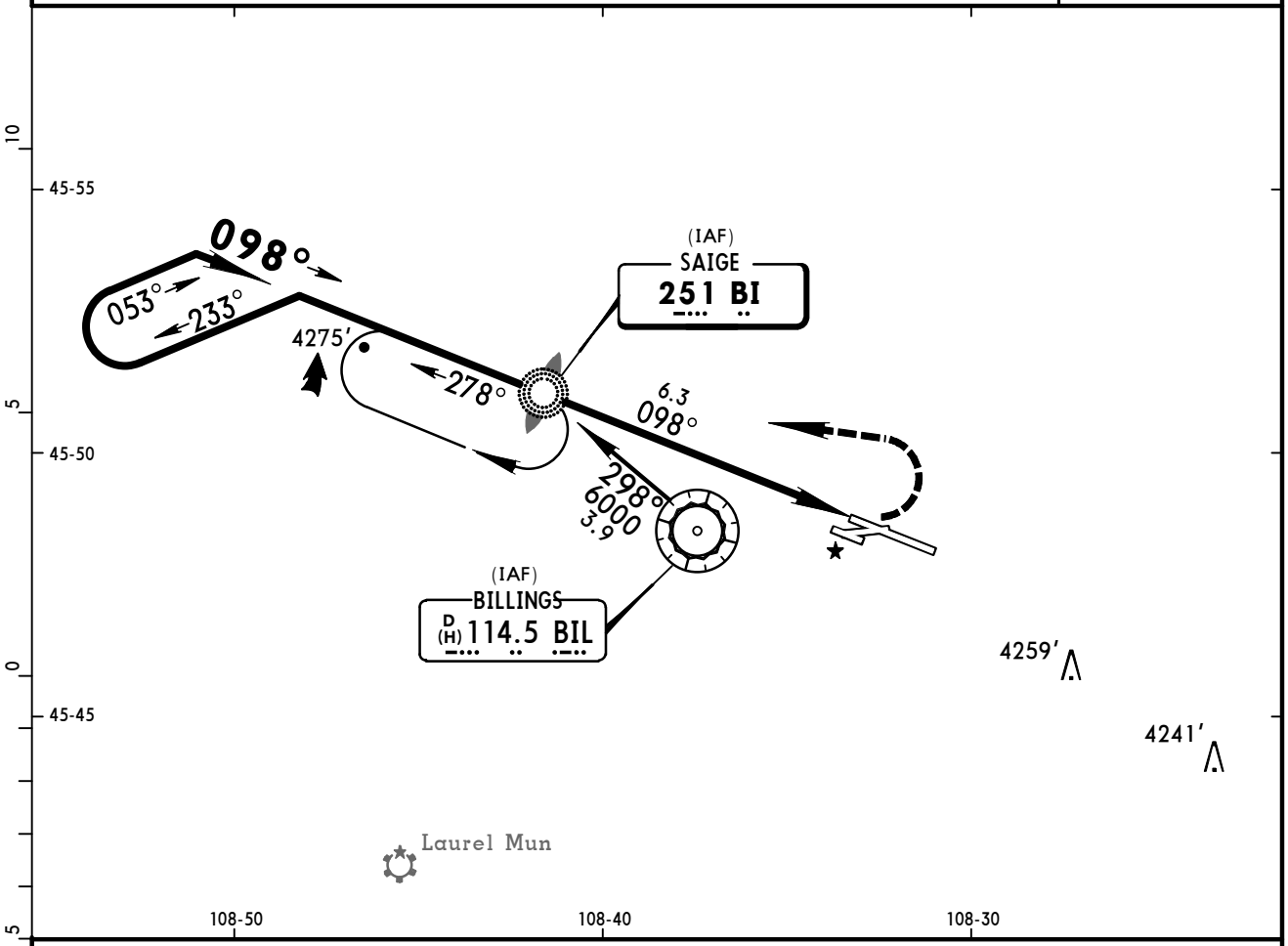
LOM BI	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 3652′
251	098°	5700′ (2116′)	4300′ (716′)	TDZE 3584′

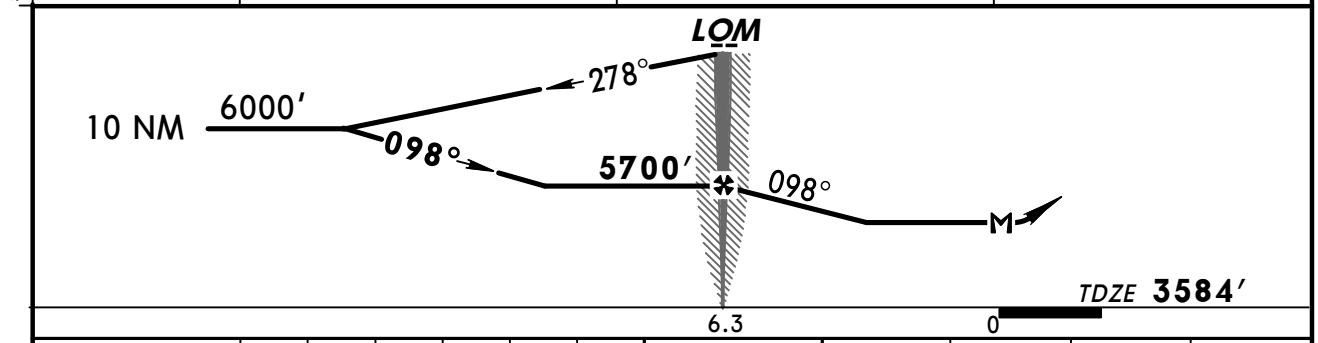
MISSED APCH: Climbing LEFT turn to 6000′ direct BI LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA BI LOM





Gnd speed-Kts	70	90	100	120	140	160
LOM to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR
PAPI
6000′
LT
D
BI
251

STRAIGHT-IN LANDING RWY **10L**

MDA(H) **4300′** (716′)

		RAIL out	ALS out
A	RVR 40 or ¾		RVR 50 or 1
B			
C	1½	2	
D	2	2¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4300′ (648′)-1
120	
140	4300′ (648′)-2
165	4300′ (648′)-2¼

AMEND 19 TERPS

CHANGES: Tower frequency.

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General Information

Location: Butte MT USA
IATA Code: BTM
Lat/Long: N45° 57.3' W112° 29.8'
Elevation: 5550 ft

Airport Use: Public
Magnetic Variation: 13.2°E
Sectional Chart: Great Falls

Fuel Types: 80-87 Octane, 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1413 Z
Sunset: 0113 Z,

Runway Information

Runway: 11
Length x Width: 5100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5533 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 15
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5523 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 110 ft

Runway: 29
Length x Width: 5100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5535 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 33
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5550 ft
Lighting: Edge, Pilot controlled
Stopway: 110 ft

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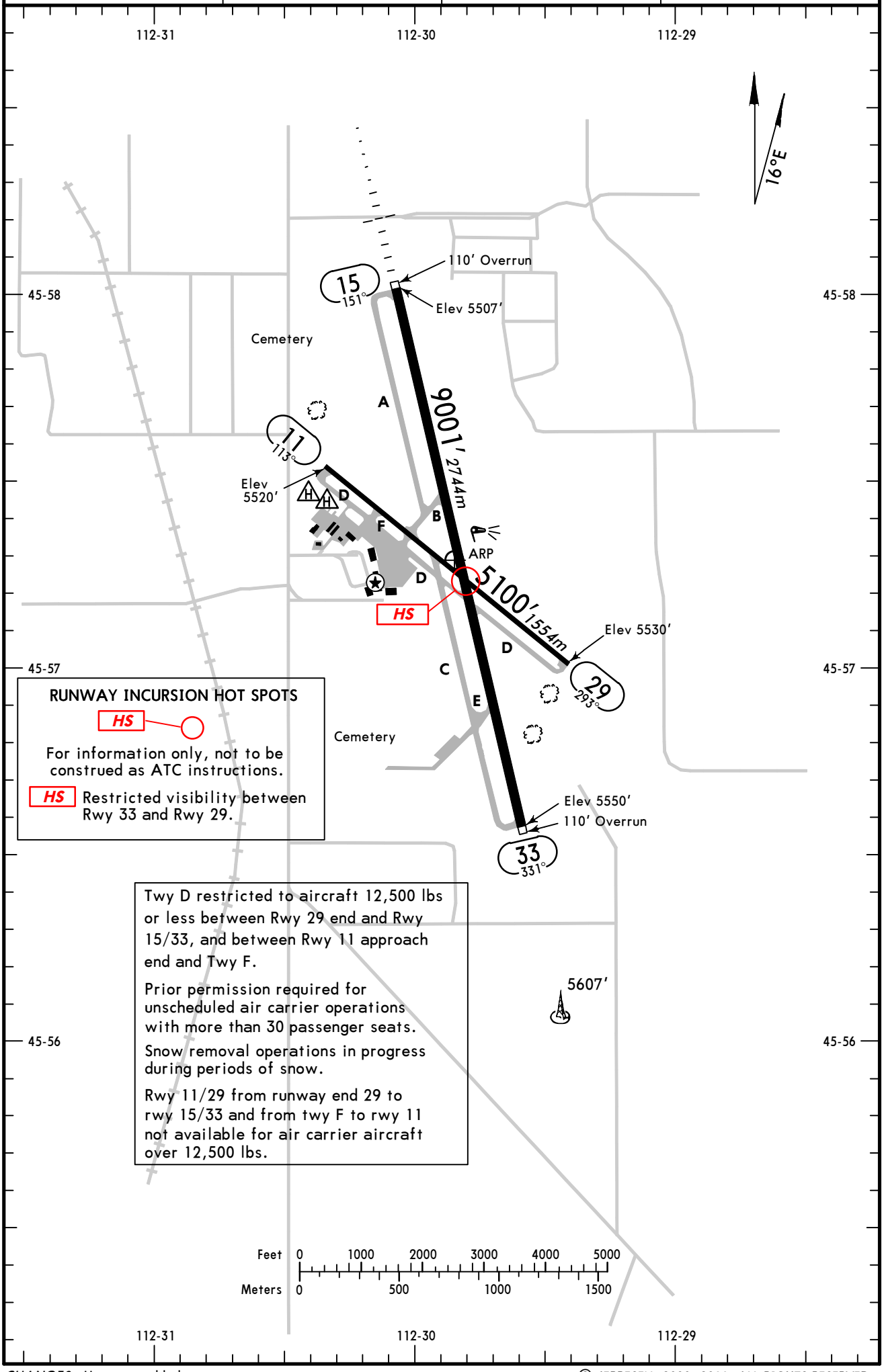
Communication Information

ASOS 135.175
Mooney Unicom 123.0 CTAF PCL
Activate Lights Only Multicom 121.9
Great Falls Flight Service Station 122.65 RCO
Great Falls Flight Service Station 122.4 RCO
Great Falls Flight Service Station 122.2 RCO
Salt Lake City Center 132.4 Remote Communications Air-Ground

ASOS	GREAT FALLS Radio		MOONEY UNICOM	SALT LAKE CITY Center
135.17	122.2	122.4	CTAF 123.0	132.4



CHANGES: Hot spot added.

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GENERAL

Terrain to 8168′ 2 NM east of airport.
Runway 15 right traffic pattern.
Deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶	❷ MIRL ❷ REIL ❷ PAPI-L(angle 4.0°) grooved				75′ *23m*
29	❷ MIRL ❷ REIL ❷❸ PAPI-L(angle 4.0°) grooved				

❶ Rwy 11/29 restricted to aircraft 12,500 lbs and below.
❷ Activate on 123.0.
❸ Do not use beyond 2.1 NM from approach end rwy 29 due to high terrain.

15	❹❺ MIRL ❹ MALSR PAPI-L (angle 3.5°) grooved		8169′ *2490m*		150′ *46m*
33	❹❺ MIRL ❻ VASI-L grooved				

❹ Activate on 123.0.
❺ Increase intensity on 123.0.
❻ Not to be used beyond 1.5 NM due to high terrain.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 33			Rwy 15			Rwy 29			Rwy 11
	With Mim climb of 355′/NM to 6800′		For Climb in Visual Conditions	With Mim climb of 601′/NM to 7300′		For Climb in Visual Conditions	With Mim climb of 832′/NM to 6700′		For Climb in Visual Conditions	
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	3300-3	1/4	1	3300-3	1/4	1	3300-3	NA
3 & 4 Eng		1/2			1/2			1/2		

OBSTACLE DP

Rwy 15, climbing right turn direct CPN VOR, or for climb in visual conditions: cross Mooney airport westbound at or above 8800′, then proceed direct CPN VOR, thence....

Rwy 29, climb heading 293° to intercept CPN VOR R-082 to CPN VOR, or for climb in visual conditions: cross Mooney airport westbound at or above 8800′, then proceed direct CPN VOR, thence....

Rwy 33, climb direct CPN VOR, or for climb in visual conditions: cross Mooney airport westbound at or above 8800′, then proceed direct CPN VOR, thence....

.... climb in CPN VOR holding pattern (hold north, left turns, 166° inbound), to cross CPN VOR at or above MEA before proceeding enroute.

FOR FILING AS ALTERNATE

	RNAV (GPS) Z Rwy 15	ILS Y Rwy 15	LOC DME Rwy 15	VOR-B	RNAV (GPS) Y Rwy 15	VOR DME-A
A	1200-2	1200-4	1300-3	1400-3	1500-2	3000-3
B						
C	NA				1500-3	
D		NA				

AMEND 5

CHANGES: None.

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KBTM/BTM
MOONEY

JEPPESEN
11 NOV 11 (11-1)

CAT A, B & C

BUTTE, MONT
ILS Y Rwy 15

BRIEFING STRIP ™

ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

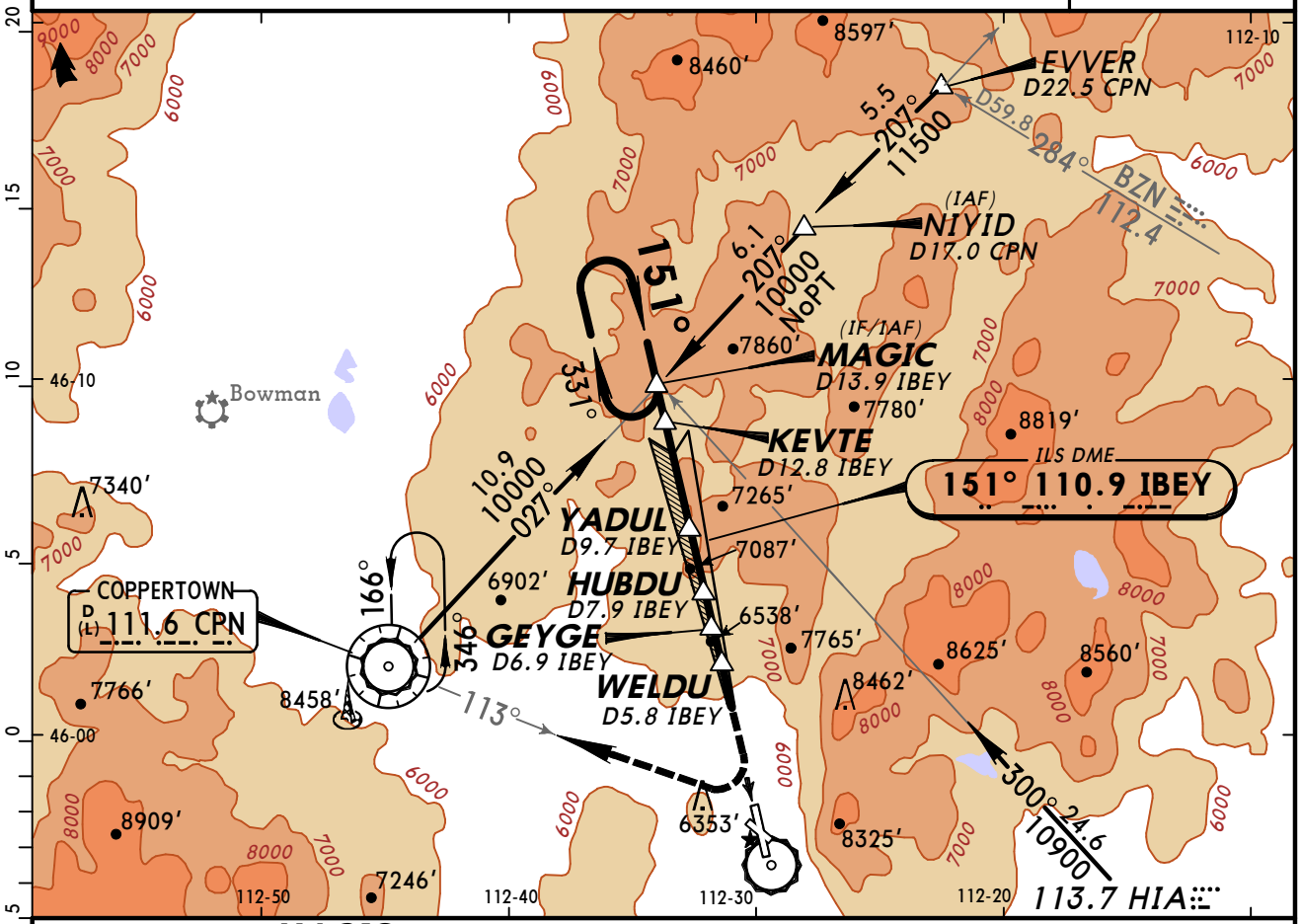
LOC IBEY	Final Apch Crs	GS WELDU	ILS DA(H)	Apt Elev 5550′
110.9	151°	7100′ (1577′)	6711′ (1188′)	TDZE 5523′

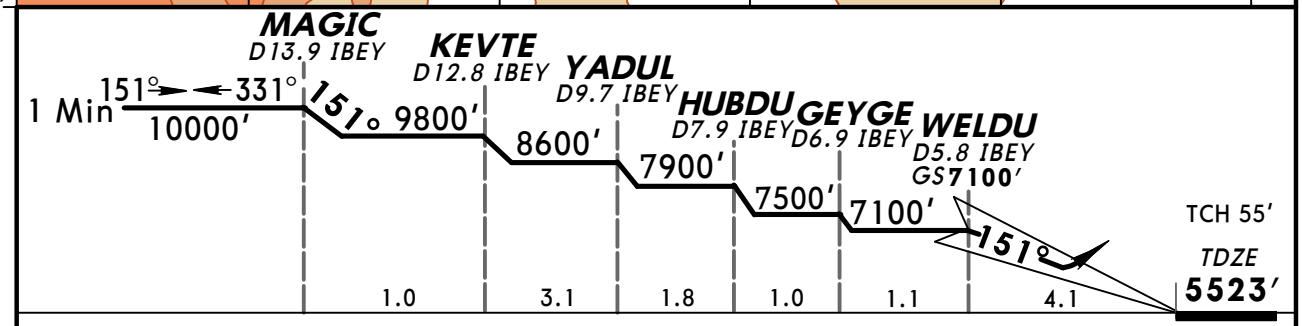
MISSED APCH: Climb to 7300′ then climbing RIGHT turn to 9100′ inbound via CPN VOR R-113 to CPN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. When GS not used, use LOC DME Rwy 15 procedure (11-2).
3. Autopilot coupled approach not authorized. 4. Pilot controlled lighting 123.0.

MSA CPN VOR
165°
10,100′
12,000′
275°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

MALSR
PAPI

7300′

9100′ via RT

CPN 111.6
R-113

STRAIGHT-IN LANDING RWY 15
ILS
DA(H) 6711′ (1188′)

RAIL out	ALS out

A	
B	4
C	
D	NA

TERPS AMEND 7A 17 NOV 2011

CHANGES: Circling minimums removed.

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ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

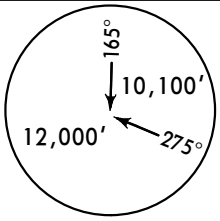
BRIEFING STRIP™

LOC IBEY	Final Apch Crs	Minimum Alt ZIPPR	MDA(H)	Apt Elev 5550′
110.9	151°	9200′ (3677′)	6800′ (1277′)	TDZE 5523′

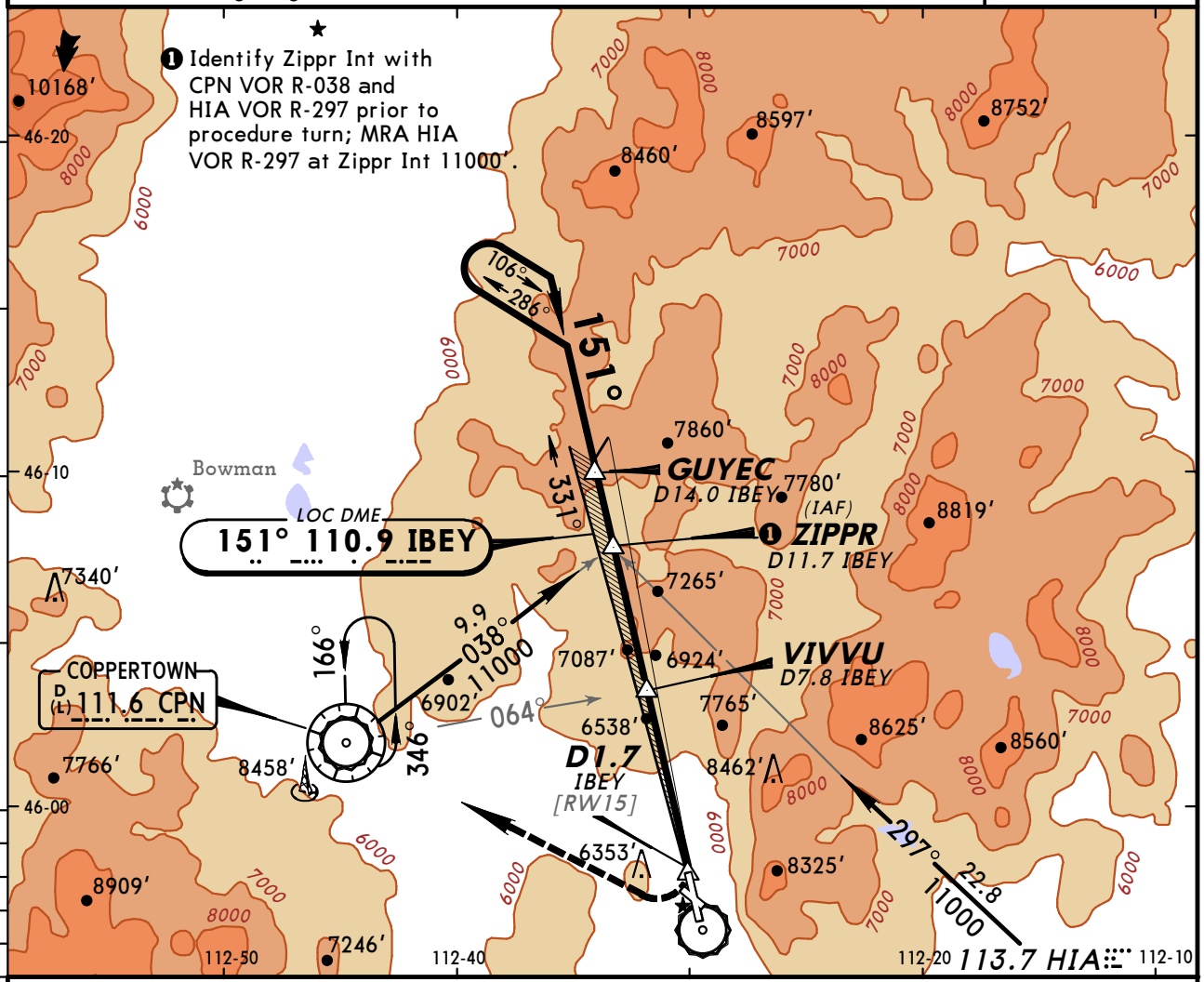
MISSED APCH: Climbing RIGHT turn to 9200′ direct CPN VOR and hold.

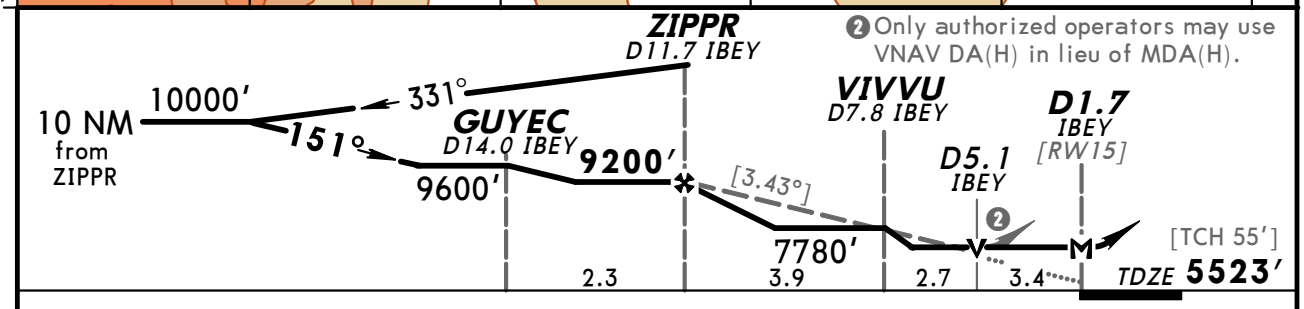
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized.
2. Pilot controlled lighting 123.0.



MSA CPN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.43°]	425	546	607	728	850	971
MAP at D1.7 IBEY						

MALSR
PAPI
9200′
RT
D
CPN
111.6

TERPS	STRAIGHT-IN LANDING RWY 15 MDA(H) 6800′ (1277′) RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized Northeast of Rwy 15-33 MDA(H)
A	1 ¼		90	6800′ (1250′) - 1 ¼
B	1 ½		120	6800′ (1250′) - 1 ½
C	3		140	6800′ (1250′) - 3
D			165	

AMEND 7

CHANGES: None.

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ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

BRIEFING STRIP™

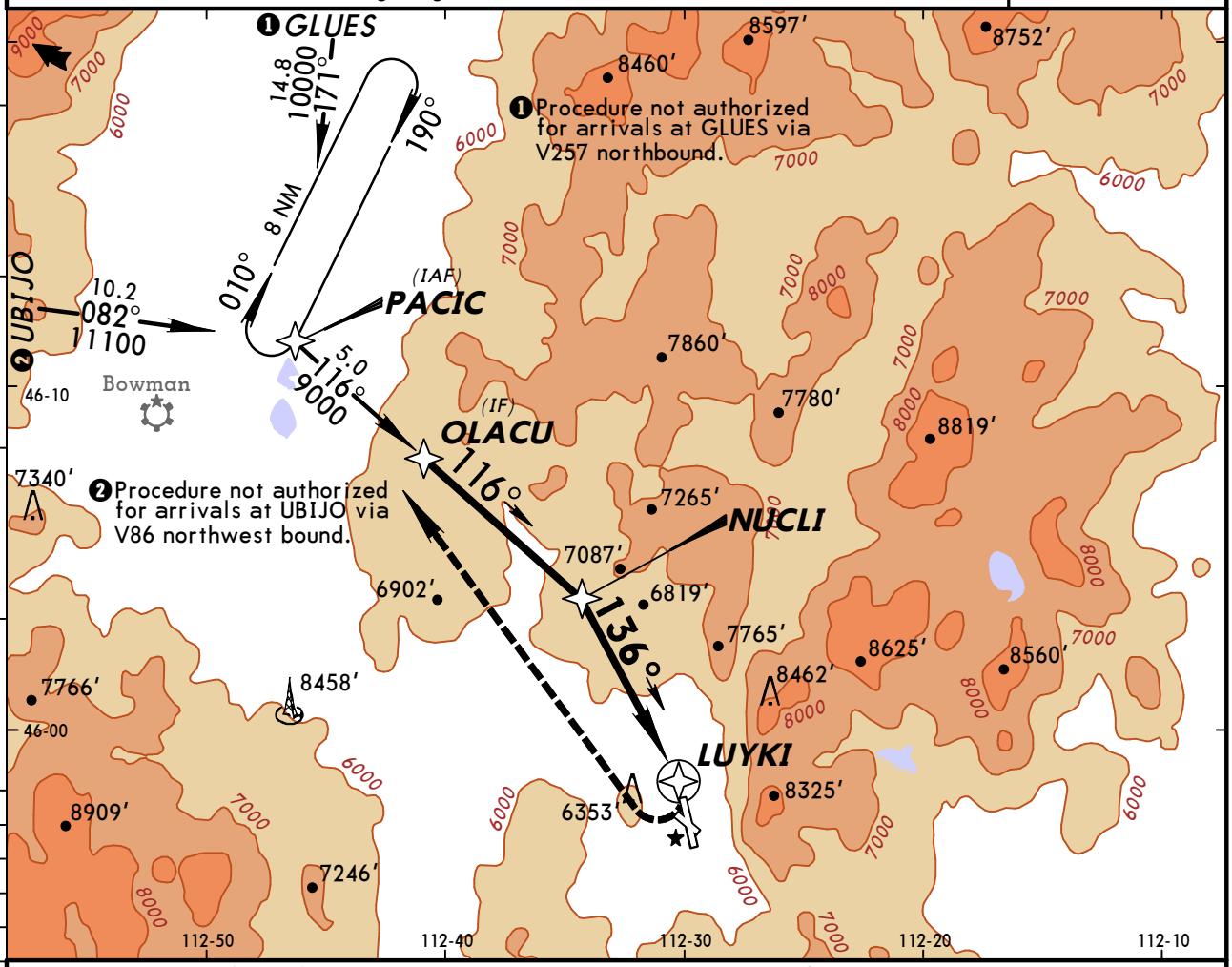
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 5550′
	136°	NUCLI 8100′ (2577′)	7040′ (1517′)	TDZE 5523′

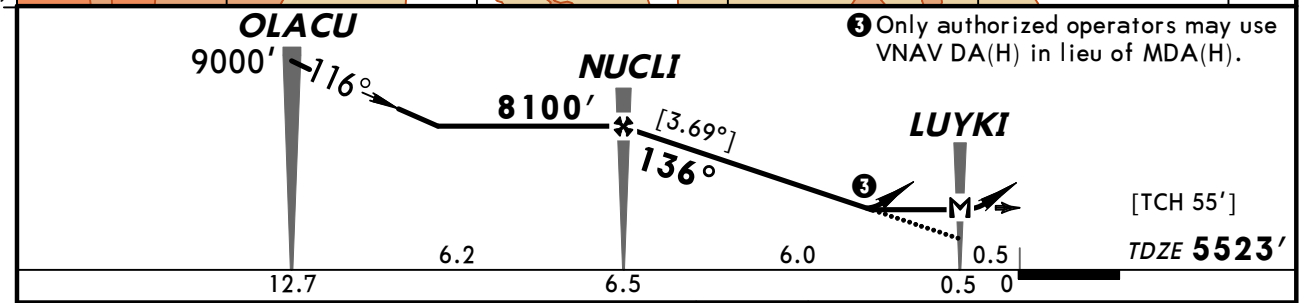
MISSED APCH: Climbing RIGHT turn to 10,000′ direct PACIC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.

11,900′
MSA LUYKI





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.69°]	457	588	653	784	914	1045
MAP at LUYKI						

MALSR
PAPI
10000′ RT
PACIC

STRAIGHT-IN LANDING RWY 15 LNAV MDA(H) 7040′(1517′)	RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized Northeast of Rwy 15-33 MDA(H)
A	1¼		90	7040′(1490′)-1¼
B	1½		120	7040′(1490′)-1½
C	3		140	7040′(1490′)-3
D	NA		165	

TERPS AMEND OA

CHANGES: Lighting.

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KBTM/BTM
MOONEY

JEPPESEN
18 MAR 11 (12-2)

CAT A & B

BUTTE, MONT
RNAV (GPS) Z Rwy 15

BRIEFING STRIP TM

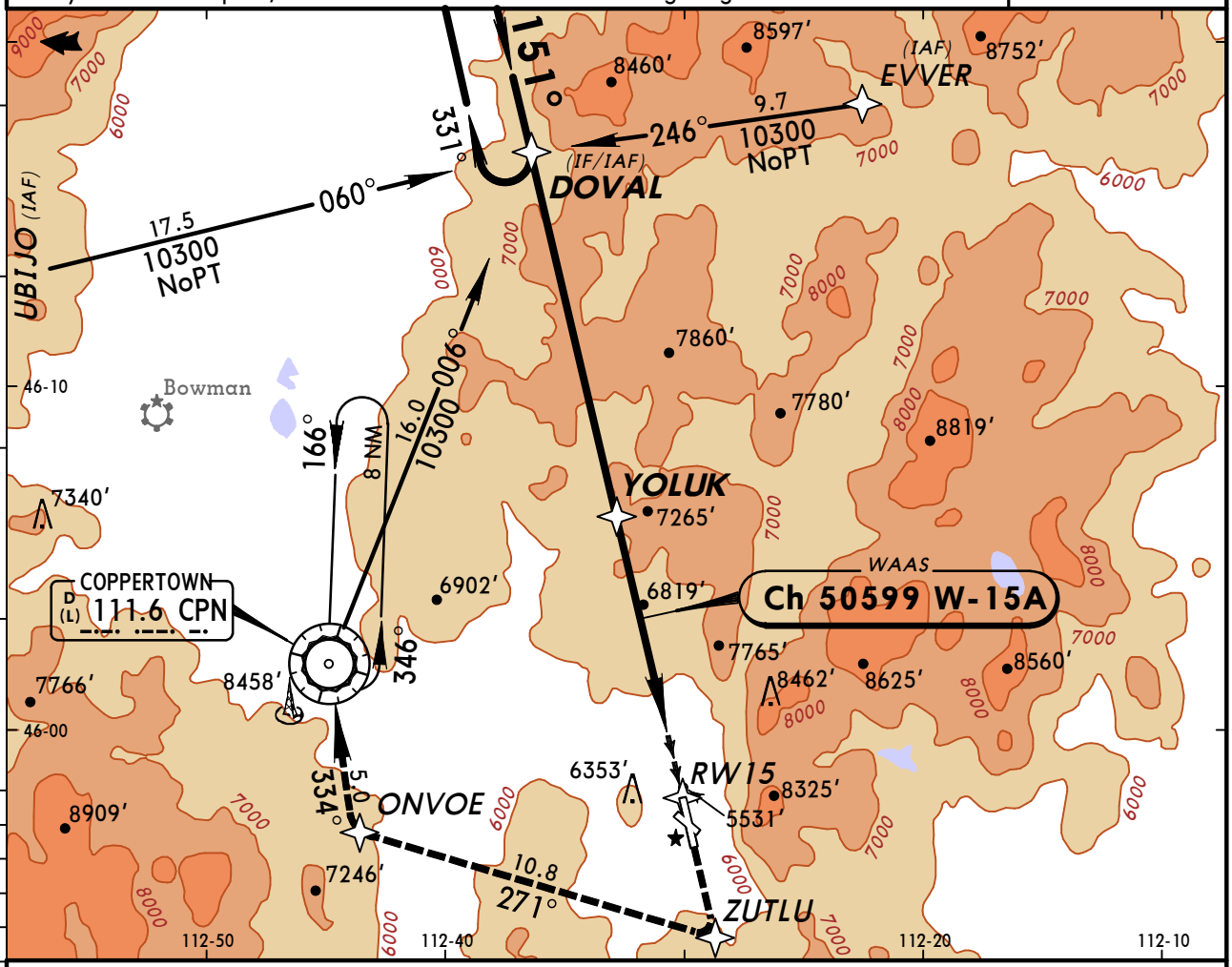
ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

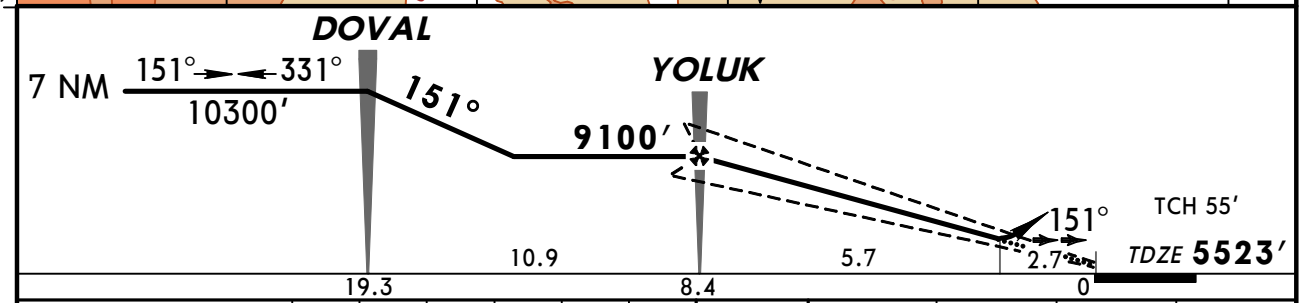
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5550′
Ch 50599 W-15A	151°	YOLUK 9100′ (3577′)	6660′ (1137′)	TDZE 5523′

MISSED APCH: Climb to 10,000′ direct ZUTLU and RIGHT turn via 271° track to ONVOE and via 334° track to CPN VOR and hold, continue climb-in-hold to 10,000′.

11,900′
MSA RW15

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. If local altimeter setting not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. Fly visual to airport, 151°-2.7 NM. 5. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.88°	481	618	687	824	962	1099

MALSR
PAPI
10000′
D
ZUTLU

STRAIGHT-IN LANDING RWY 15 LPV DA(H) 6660′(1137′)		CIRCLE-TO-LAND	
RAIL out	ALS out		
A	2	A	NA
B		B	
C	NA	C	
D		D	

TERPS AMEND 1A

CHANGES: Lighting.

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BRIEFING STRIP ™

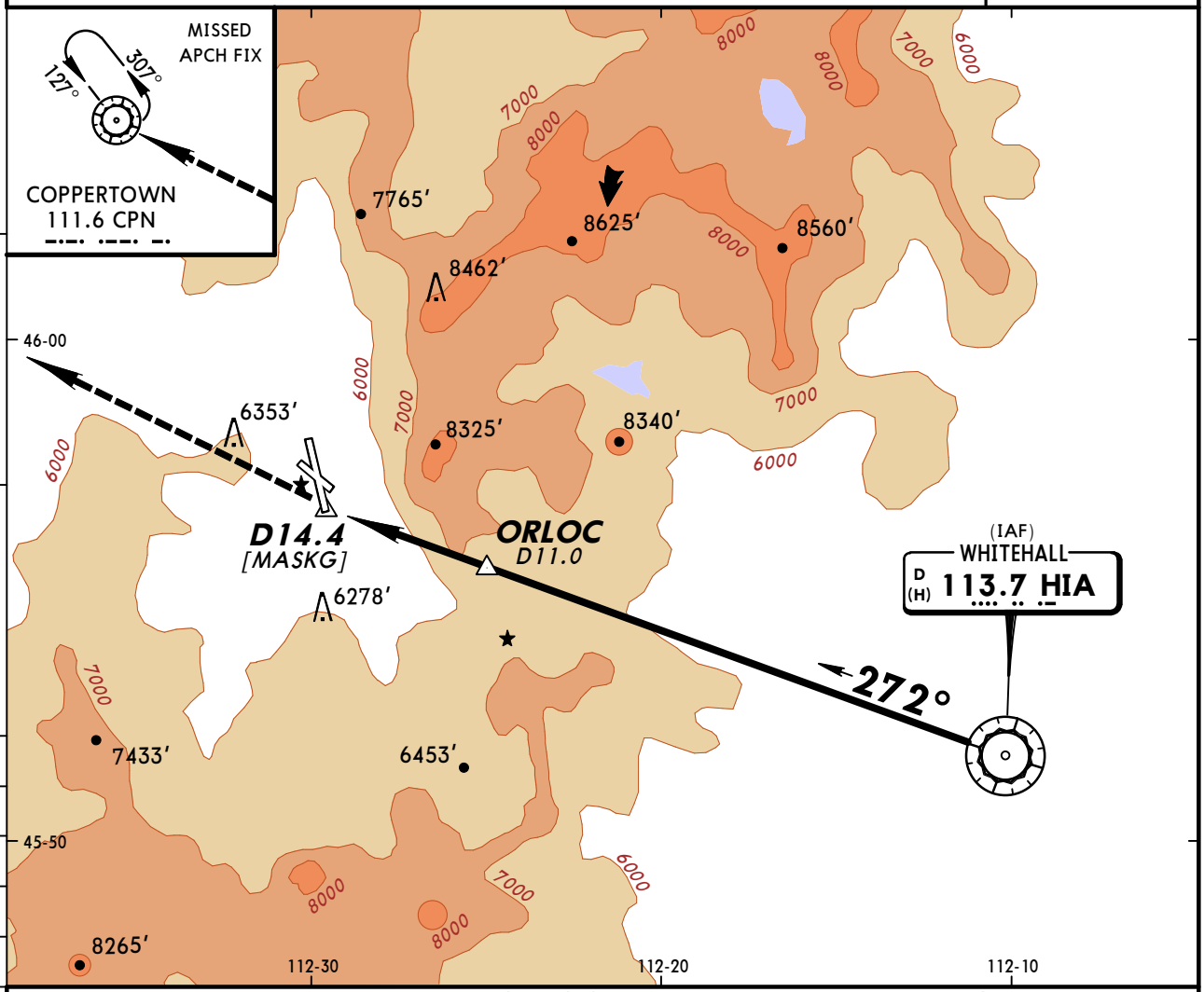
ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

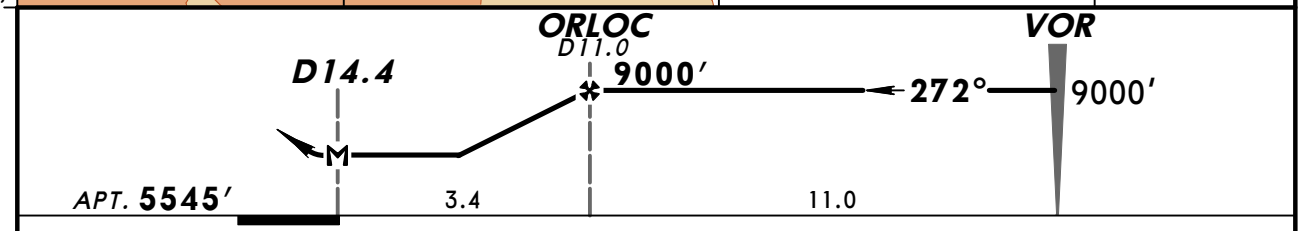
VOR HIA	Final Apch Crs	Minimum Alt ORLOC	MDA(H)	Apt Elev
113.7	272°	9000′ (3455′)	Refer to Minimums	5545′

MISSED APCH: Climb to 9000′ direct CPN VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA HIA VOR: 10,500′ (070°–280°), 11,700′





MAP at D14.4								Lighting - Refer to Airport Chart	9000′	CPN 111.6

CIRCLE-TO-LAND

Not Authorized
Northeast of Rwy 15-33

	Max Kts	MDA(H)
A	90	8540′ (2995′) - 1¼
B	120	8540′ (2995′) - 1½
C	140	8540′ (2995′) -3
D	165	

AMEND 3B

CHANGES: Database identifier.

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BRIEFING STRIP ™

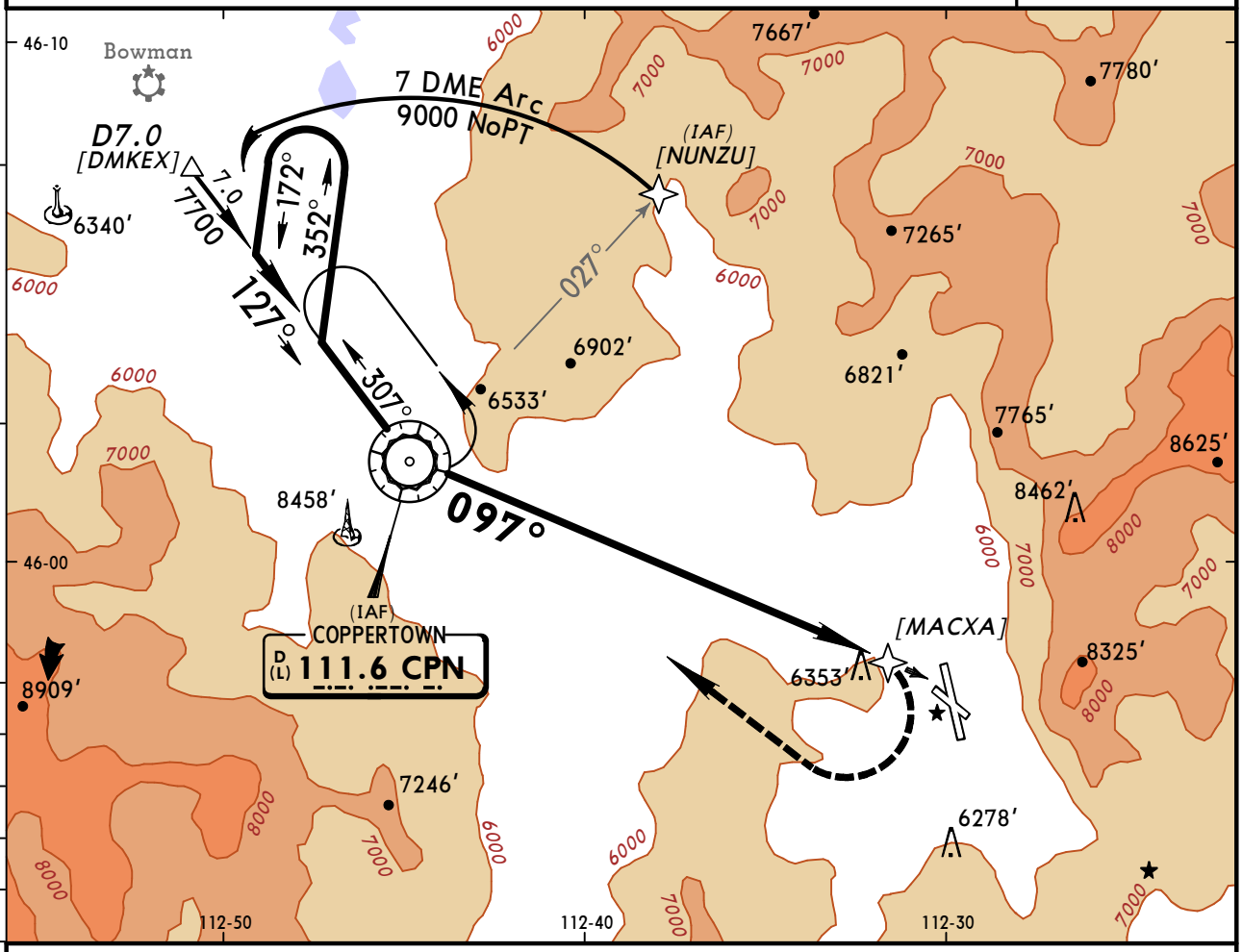
ASOS	SALT LAKE CITY Center	GREAT FALLS Radio		MOONEY UNICOM
135.17	132.4	122.2	122.4	CTAF 123.0

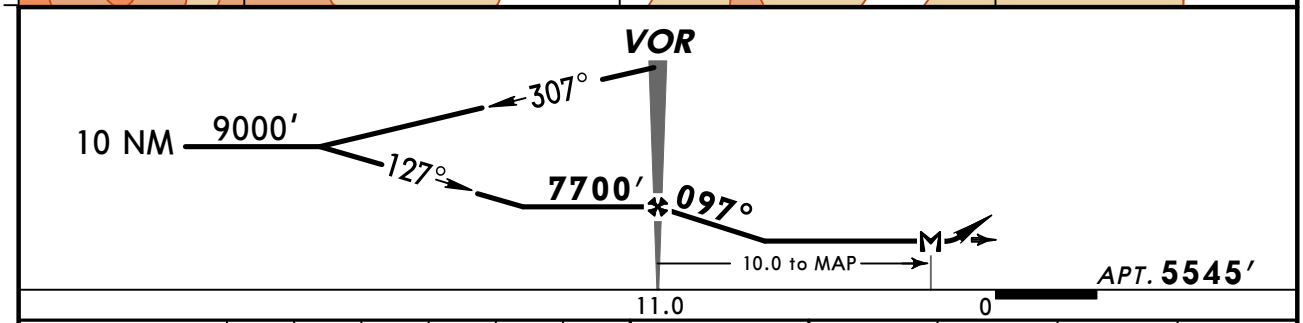
VOR CPN 111.6	Final Apch Crs 097°	Minimum Alt VOR 7700′ (2155′)	MDA(H) Refer to Minimums	Apt Elev 5545′

MISSED APCH: Climbing RIGHT turn to 9000′ direct CPN VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA CPN VOR: 165° 9900′; 275° 11,800′





Gnd speed-Kts	70	90	100	120	140	160
VOR to MAP 10.0	8:34	6:40	6:00	5:00	4:17	3:45

Lighting - Refer to Airport Chart | 9000′ RT | D | CPN 111.6

CIRCLE-TO-LAND

Not Authorized
Northeast of Rwy 15-33

	Max Kts	MDA(H)
A	90	6900′ (1355′) - 1½
B	120	
C	140	6900′ (1355′) - 3
D	165	

AMEND 1B

CHANGES: See other side.

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General Information

Location: Bozeman MT USA
IATA Code: BZN
Lat/Long: N45° 46.7' W111° 09.1'
Elevation: 4473 ft

Airport Use: Public
Magnetic Variation: 12.6°E
Sectional Chart: Great Falls

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1407 Z
Sunset: 0108 Z,

Runway Information

Runway: 03
Length x Width: 2650 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4473 ft

Runway: 11
Length x Width: 3197 ft x 80 ft
Surface Type: turf
TDZ-Elev: 4440 ft

Runway: 12
Length x Width: 8994 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4443 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 2650 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4471 ft

Runway: 29
Length x Width: 3197 ft x 80 ft
Surface Type: turf

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TDZ-Elev: 4453 ft

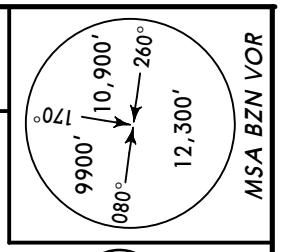
Runway: 30
Length x Width: 8994 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4462 ft
Lighting: Edge, REIL, Pilot controlled

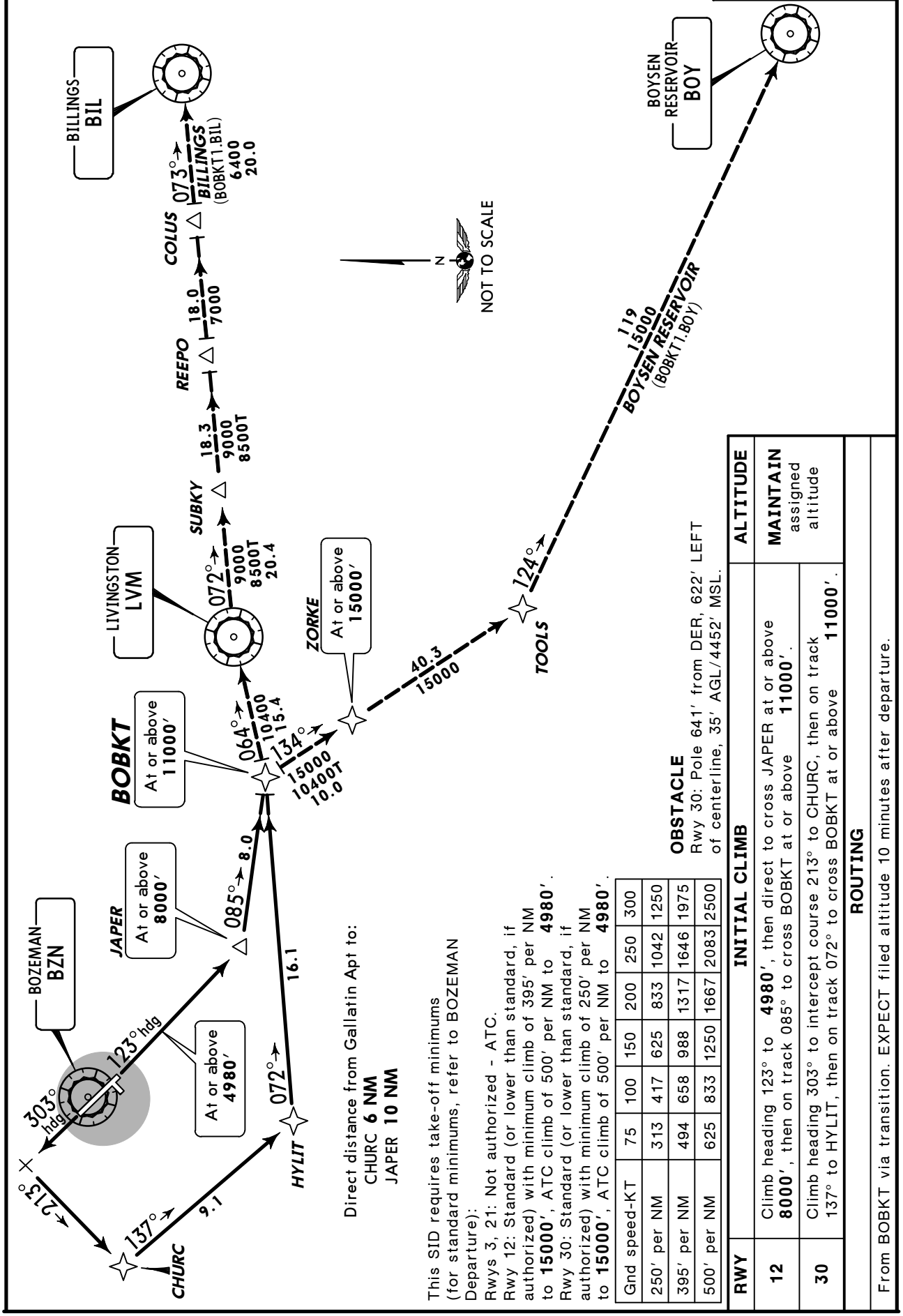
Communication Information

ATIS 135.425
ASOS 135.425
Bozeman Tower 118.2 CTAF PCL
Bozeman Ground Control 121.8
Gallatin Unicom 122.95
Great Falls Flight Service Station 122.5 RCO
Salt Lake City Center 132.4 Remote Communications Air-Ground

SALT LAKE Center 132.4	Apt Elev 4473′	Trans level: FL 180 Trans alt: 18000′ 1. RNAV 1. 2. GPS required.

BOBKT ONE RNAV DEPARTURE (BOBKT1.BOBKT)





Direct distance from Gallatin Apt to:
CHURC **6 NM**
JAPER **10 NM**

This SID requires take-off minimums (for standard minimums, refer to BOZEMAN Departure):
Rwys 3, 21: Not authorized - ATC.
Rwy 12: Standard (or lower than standard, if authorized) with minimum climb of 395′ per NM to **15000′**, ATC climb of 500′ per NM to **4980′**.
Rwy 30: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **15000′**, ATC climb of 500′ per NM to **4980′**.

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
395′ per NM	494	658	988	1317	1646	1975
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLE
Rwy 30: Pole 641′ from DER, 622′ LEFT of centerline, 35′ AGL/4452′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
12	Climb heading 123° to **4980′**, then direct to cross JAPER at or above **8000′**, then on track 085° to cross BOBKT at or above **11000′**.	**MAINTAIN** assigned altitude
30	Climb heading 303° to intercept course 213° to CHURC, then on track 137° to HYLIT, then on track 072° to cross BOBKT at or above **11000′**.	

ROUTING

From BOBKT via transition. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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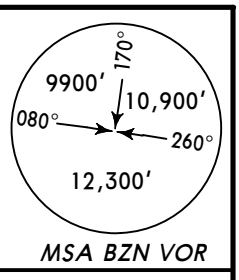
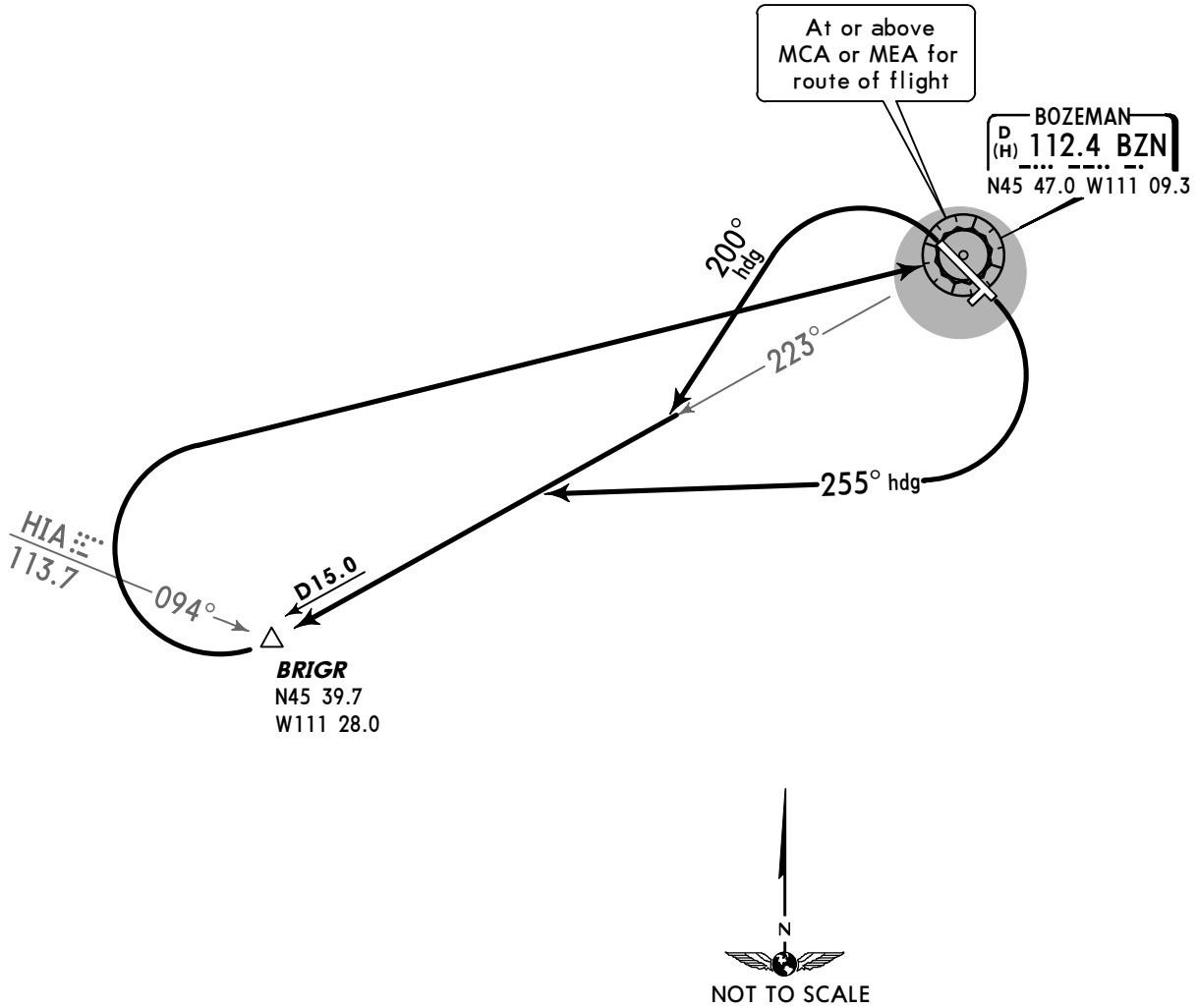
SALT LAKE Center 132.4	Apt Elev 4473′	Trans level: FL 180 Trans alt: 18000′



OBSTACLE

BOZEMAN FOUR DEPARTURE (BZN4.BZN)



This DP requires take-off minimums:
Rwys 3, 21: Not authorized - ATC.
Rwys 12, 30: Standard (or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE
Rwy 30: Pole 641′ from DER, 622′ LEFT of centerline, 35′ AGL/4452′ MSL.

RWY	INITIAL CLIMB
12	Climbing RIGHT turn heading 255° to intercept BZN R-223 to BRIGR, then continue climbing RIGHT turn direct BZN. Cross BZN at or above MCA or MEA for route of flight.
30	Climbing LEFT turn heading 200° to intercept BZN R-223 to BRIGR, then continue climbing RIGHT turn direct BZN. Cross BZN at or above MCA or MEA for route of flight.

CHANGES: Procedure renumbered, revised, reindexed.

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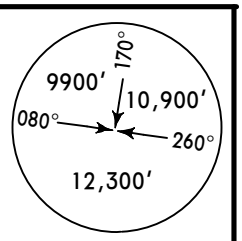
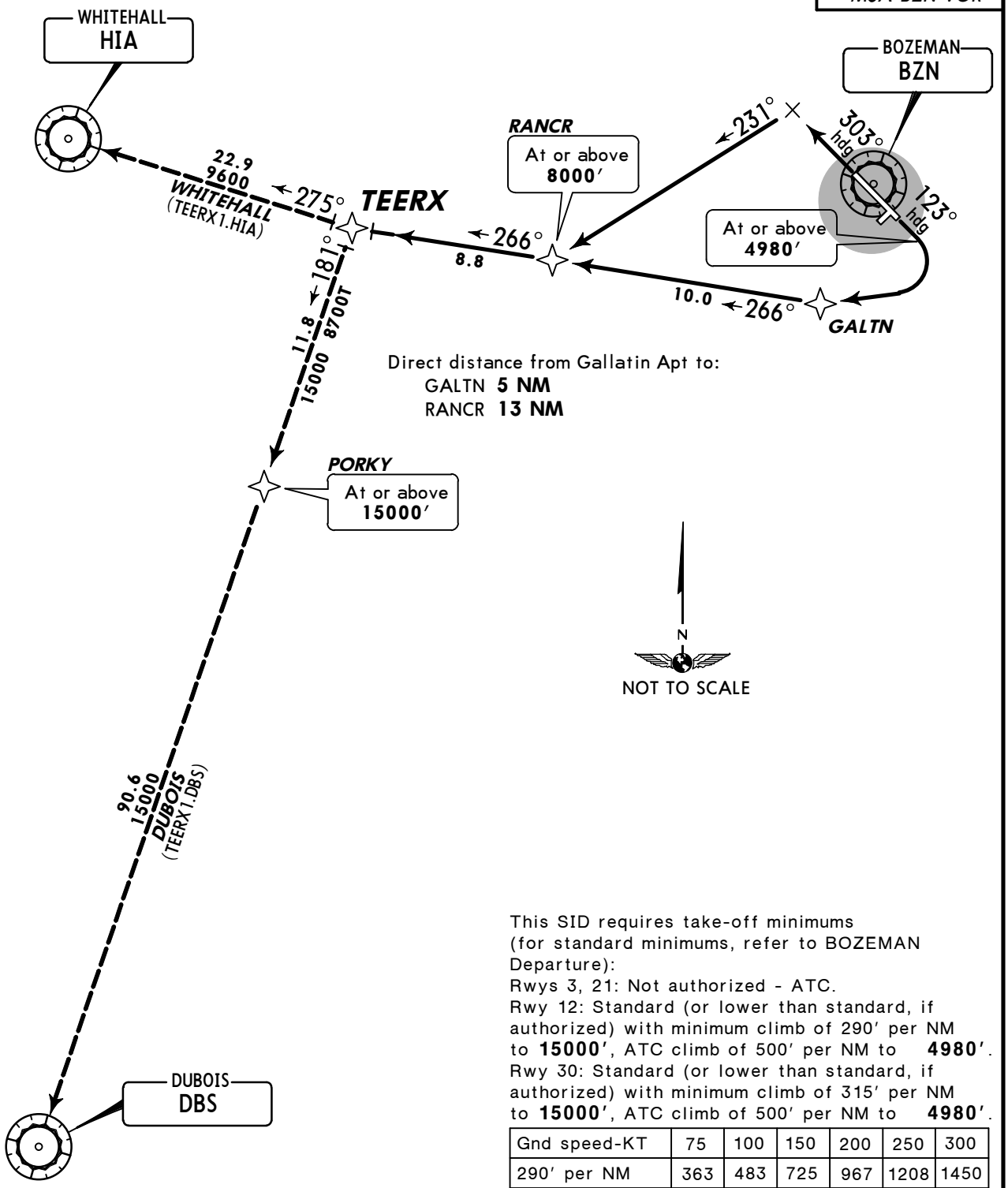
SALT LAKE Center 132.4	Apt Elev 4473′	Trans level: FL 180 Trans alt: 18000′ **1. RNAV 1.** **2. GPS required.**



TEERX ONE RNAV DEPARTURE
(TEERX1.TEERX)



This SID requires take-off minimums (for standard minimums, refer to BOZEMAN Departure):
Rwys 3, 21: Not authorized - ATC.
Rwy 12: Standard (or lower than standard, if authorized) with minimum climb of 290′ per NM to **15000′**, ATC climb of 500′ per NM to **4980′**.
Rwy 30: Standard (or lower than standard, if authorized) with minimum climb of 315′ per NM to **15000′**, ATC climb of 500′ per NM to **4980′**.

Gnd speed-KT	75	100	150	200	250	300
290′ per NM	363	483	725	967	1208	1450
315′ per NM	394	525	788	1050	1313	1575
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLE
Rwy 30: Pole 641′ from DER, 622′ LEFT of centerline, 35′ AGL/4452′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
12	Climb heading 123° to **4980′**, then climbing RIGHT turn direct GALTN, then on track 266° to cross RANCR at or above **8000′**, then on track 266° to TEERX.	**MAINTAIN** assigned altitude
30	Climb heading 303° to intercept course 231° to cross RANCR at or above **8000′**, then on track 266° to TEERX.	

ROUTING

From TEERX via transition. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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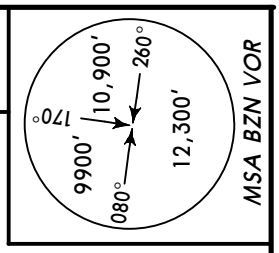
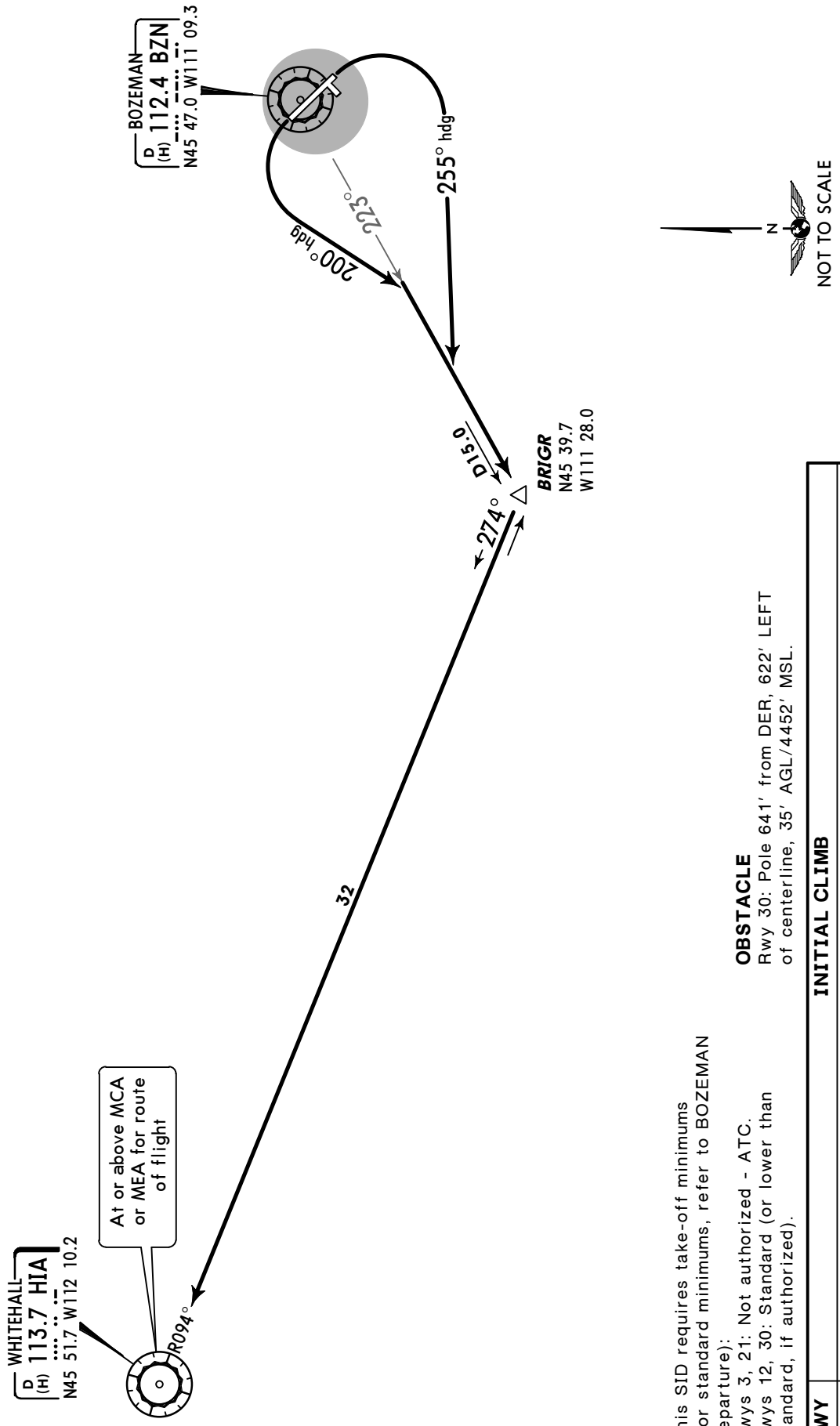
SALT LAKE Center 132.4	Apt Elev 4473′	Trans level: FL 180 Trans alt: 18000′

WHITEHALL THREE DEPARTURE (HIA3.HIA)





This SID requires take-off minimums (for standard minimums, refer to BOZEMAN Departure):
Rwys 3, 21: Not authorized - ATC.
Rwys 12, 30: Standard (or lower than standard, if authorized).

OBSTACLE
Rwy 30: Pole 641′ from DER, 622′ LEFT of centerline, 35′ AGL/4452′ MSL.

RWY	INITIAL CLIMB
12	Climbing RIGHT turn heading 255° to intercept BZN R-223 to BRIGR, then continue climbing on HIA R-094 to HIA. Cross HIA at or above MCA or MEA for route of flight.
30	Climbing LEFT turn heading 200° to intercept BZN R-223 to BRIGR, then continue climbing on HIA R-094 to HIA. Cross HIA at or above MCA or MEA for route of flight.

CHANGES: Procedure renumbered, revised, reindexed.

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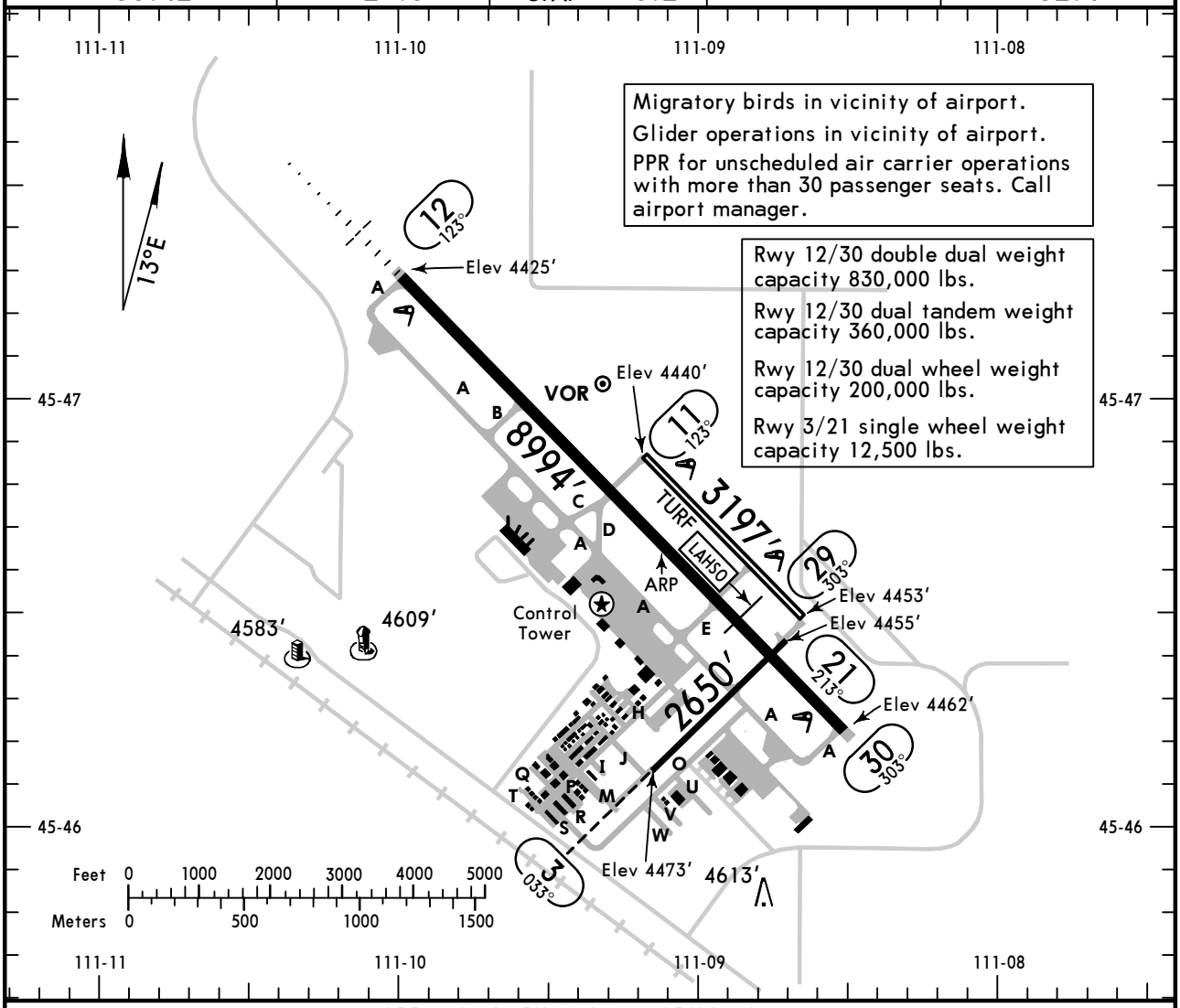
ATIS (ASOS when Twr inop)	*BOZEMAN Ground	*Tower	UNICOM 122.95	SALT LAKE Center
135.42	121.8	CTAF 118.2		132.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING Threshold	BEYOND Glide Slope	BEYOND LAHSO	TAKE-OFF	WIDTH
3 ❶❷ 21						75′
11 ❸ 29						80′
12	❹HIRL ❹MALSR VASI-L grooved		8089′	3/21 6841′		150′
30	❹HIRL ❺REIL VASI-L grooved					

❶ Take-off on Rwy 3 prohibited until after confirming no traffic crossing Rwy 12.
❷ Restricted to aircraft less than 12,500 lbs, except between Twy A and Rwy 12/30.
❸ Open when dry, closed when wet or snow covered.
❹ Activate on 118.2 when Twr inop.
❺ Activate on 118.2.

TAKE-OFF

	Rwys 12, 30	Rwys 3, 21
1 & 2 Eng 3 & 4 Eng	**USE BOZEMAN DEPARTURE**	NA

FOR FILING AS ALTERNATE

	ILS Rwy 12	LOC Rwy 12 RNAV (GPS) Y Rwy 12 RNAV (RNP) Z Rwy 12	RNAV (RNP) Rwy 30 VOR DME Rwy 12	VOR Rwy 12	RNAV (GPS)-A
A	600-2	800-2		1000-2	1600-2
B					
C				1000-3	1600-3
D					1900-3

AMEND 4

CHANGES: None.

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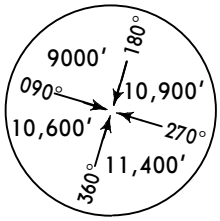
ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

LOC IBZN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 4473′
109.3	123°	6781′ (2356′)	4625′ (200′)	Rwy 12 4425′

MISSED APCH: Climb to 5200′, then climbing RIGHT turn to 8100′ on heading 250° and outbound on BZN VOR R-223 to BRIGR INT/ D15.0 BZN and hold, or as directed by ATC.

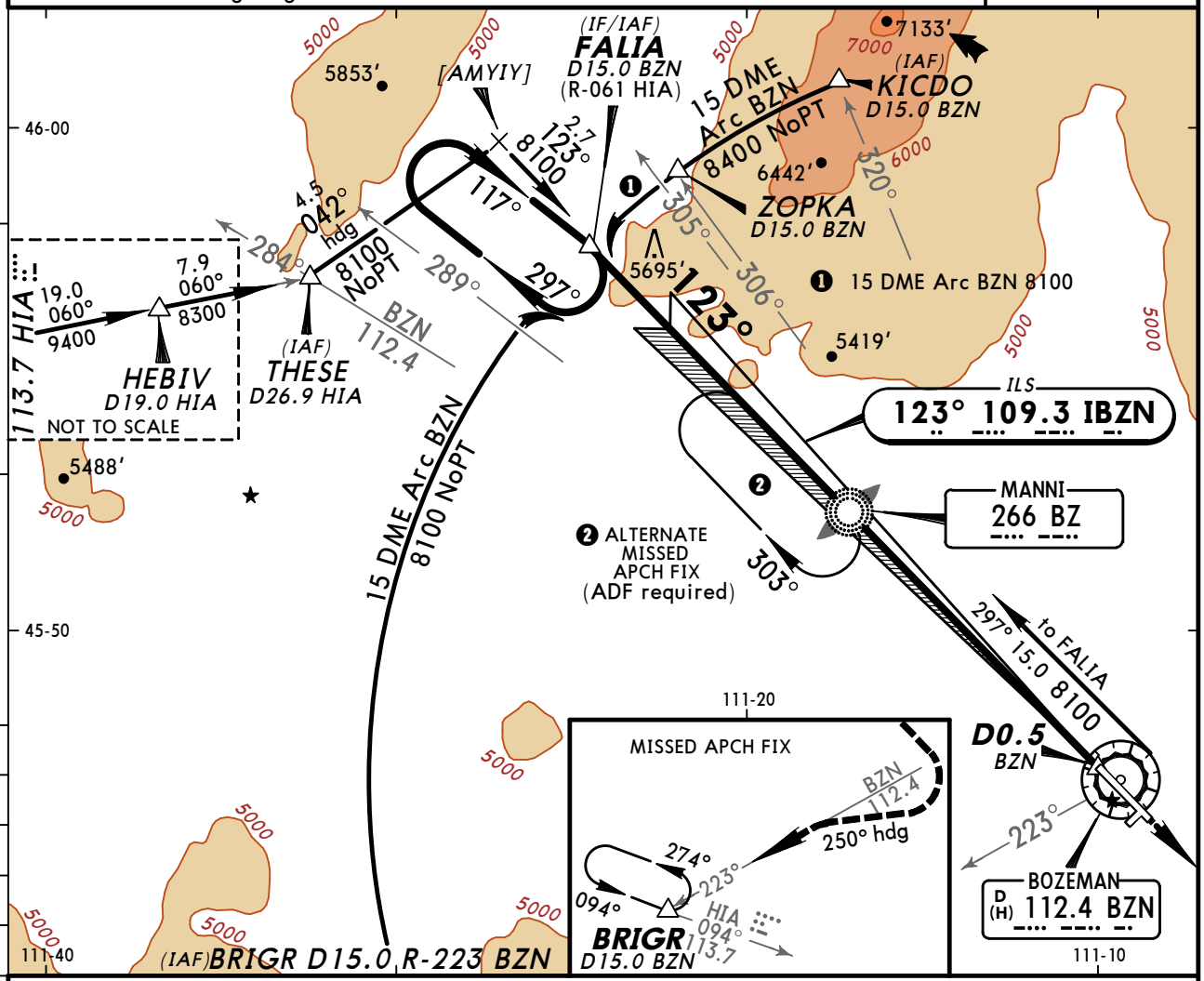
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

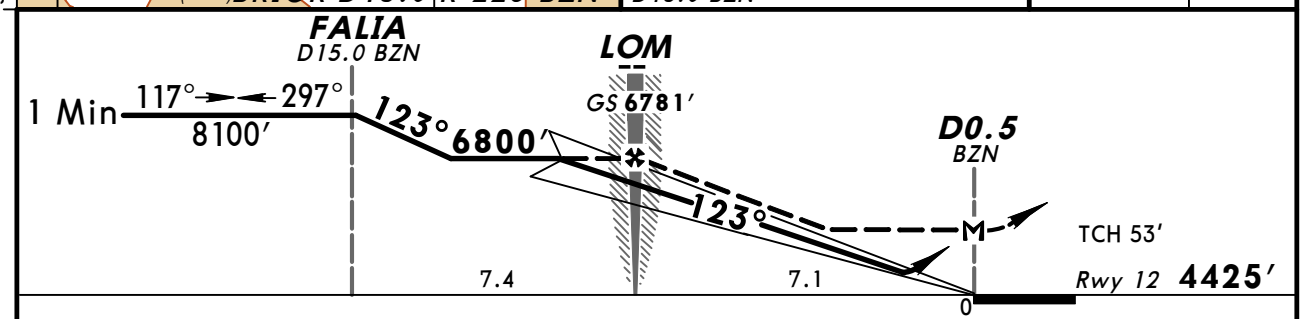
1. Pilot controlled lighting 118.2.



MSA BZ LOM

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.5 BZN or MANNI to MAP 7.1	6:05	4:44	4:16	3:33	3:03	2:40

MALSR / VASI — 5200′ — 8100′ RT on 250° hdg and BZN 112.4 R-223

STRAIGHT-IN LANDING RWY 12	ILS DA(H) 4625′ (200′)			LOC (GS out) MDA(H) 4860′ (435′)			CIRCLE-TO-LAND	
	FULL	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1/2	3/4		1/2	3/4	1	90	4940′ (467′) -1
B							120	
C				3/4	1	1 1/4	140	4940′ (467′) -1 1/2
D							165	5040′ (567′) -2

TERPS AMEND 8 30 JUN 2011

CHANGES: Chart rescaled, minimums.

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KBZN/BZN
GALLATIN

JEPPESEN
19 AUG 11
Eff 25 Aug
(12-1)

BOZEMAN, MONT
RNAV (GPS) Y Rwy 12

ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

BRIEFING STRIP ™

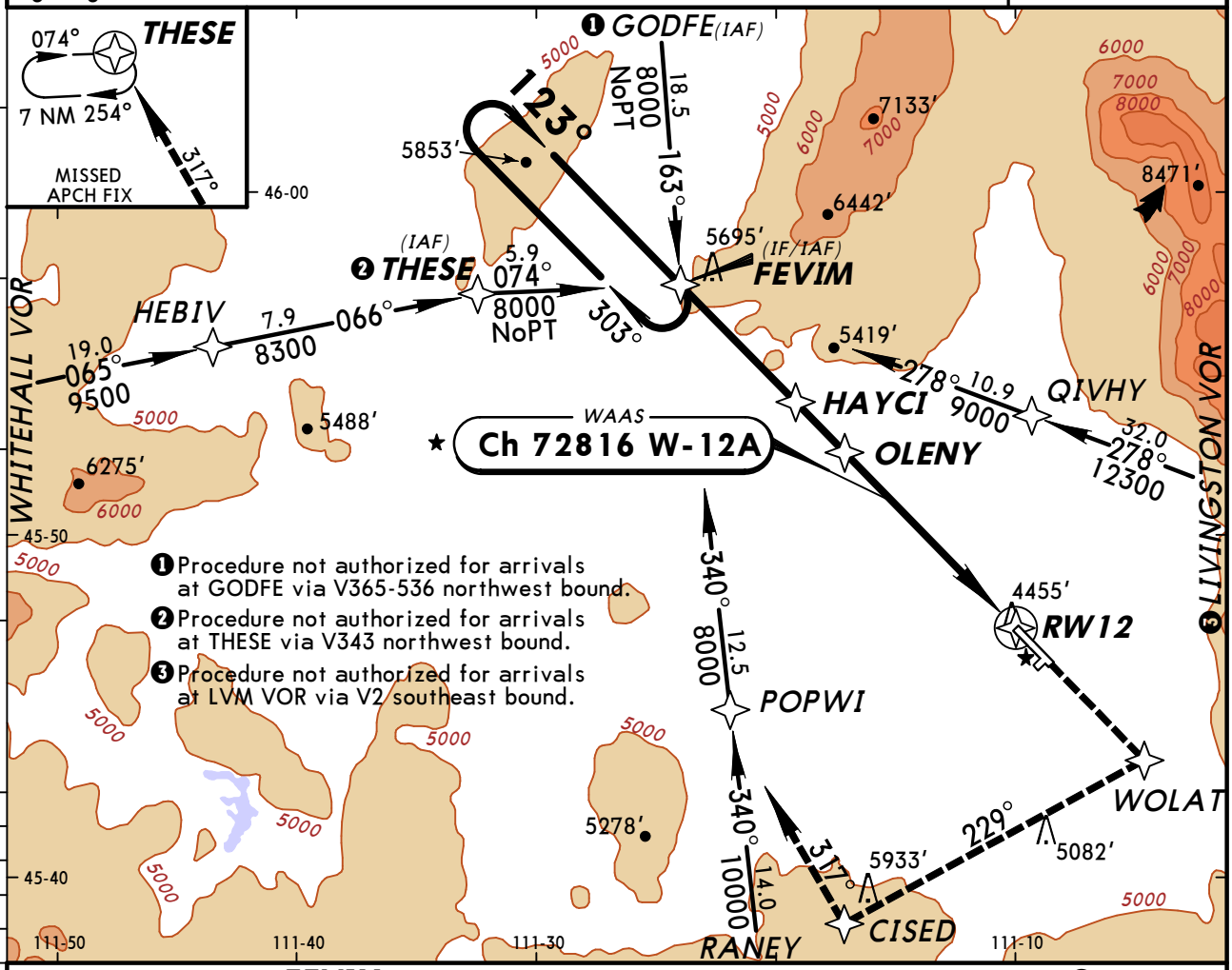
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4473′
Ch 72816 W-12A	123°	OLENY 6800′(2357′)	4693′(250′)	TDZE 4443′

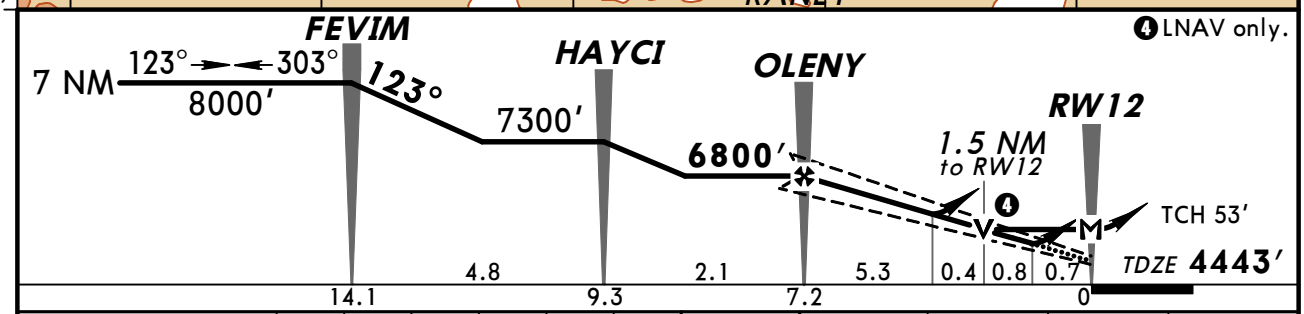
MISSED APCH: Climb to 8300′ direct WOLAT and RIGHT turn via 229° track to CISED and via 317° track to THESE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.2.

12,300′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

MALSR VASI 8300′ D WOLAT

STRAIGHT-IN LANDING RWY 12

	LPV DA(H) 4693′(250′)		LNAV/VNAV DA(H) 5094′(651′)		LNAV MDA(H) 4960′(517′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A							
B					½	¾	1
C	½	1	1¾	2¼	1	1½	
D					1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4960′(487′)-1
120	
140	4960′(487′)-1½
165	5040′(567′)-2

TERPS AMEND 0 29 JUL 2010

CHANGES: None.

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ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

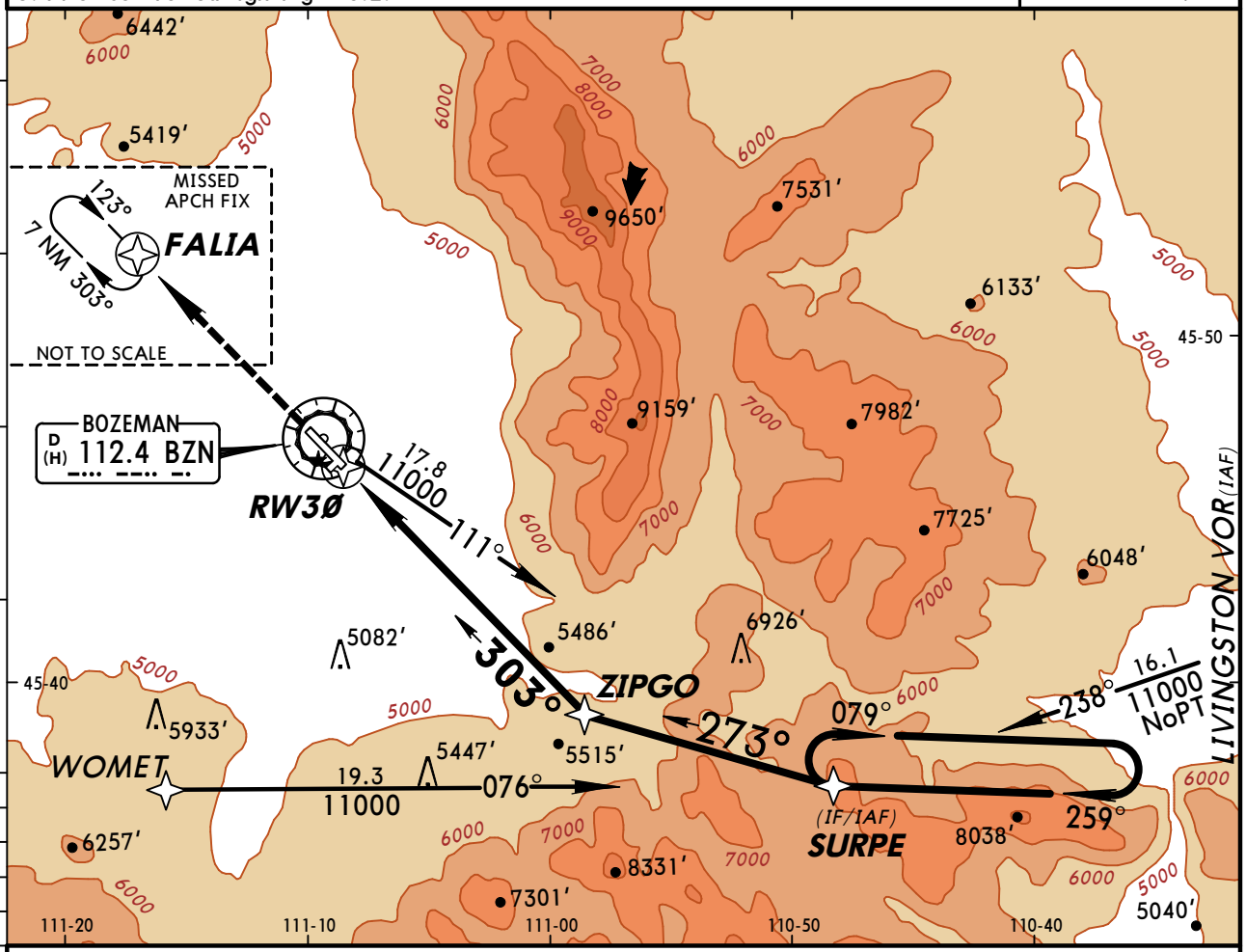
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4473′
	303°	ZIPGO 10000′(5527′)	Refer to Minimums	

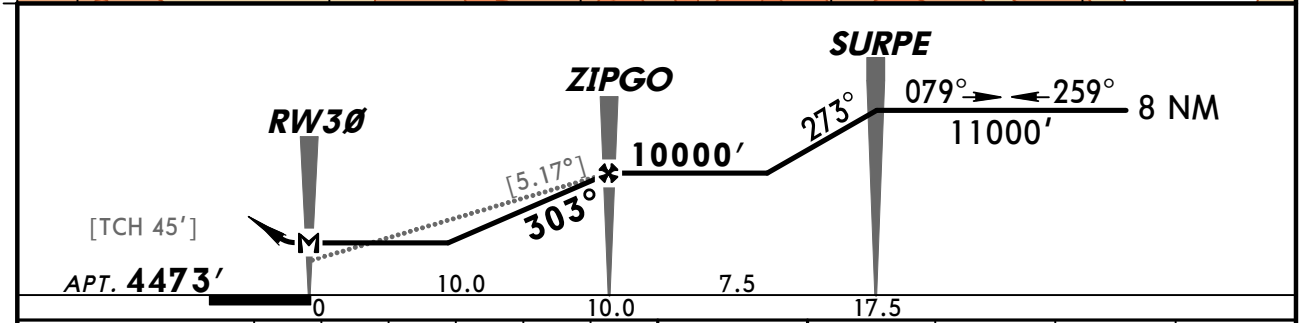
MISSED APCH: Climb to 10000′ direct FALIA and hold, continue climb-in-hold to 10000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 118.2.

12,300′
MSA RW3Ø

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [5.17°]	641	825	916	1100	1283	1466
MAP at RW3Ø						

Lighting - Refer to Airport Chart | 10000′ | D | FALIA

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	6020′(1547′) -1¼
B	120	6020′(1547′) -1½
C	140	6020′(1547′) -3
D	165	6300′(1827′) -3

TERPS AMEND 2 25 AUG 2011

CHANGES: Minimums.

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BOZEMAN, MONT
RNAV (RNP) Z Rwy 12

ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 4473′
	123°	JURAL 5600′ (1157′)	4791′ (348′)	TDZE 4443′

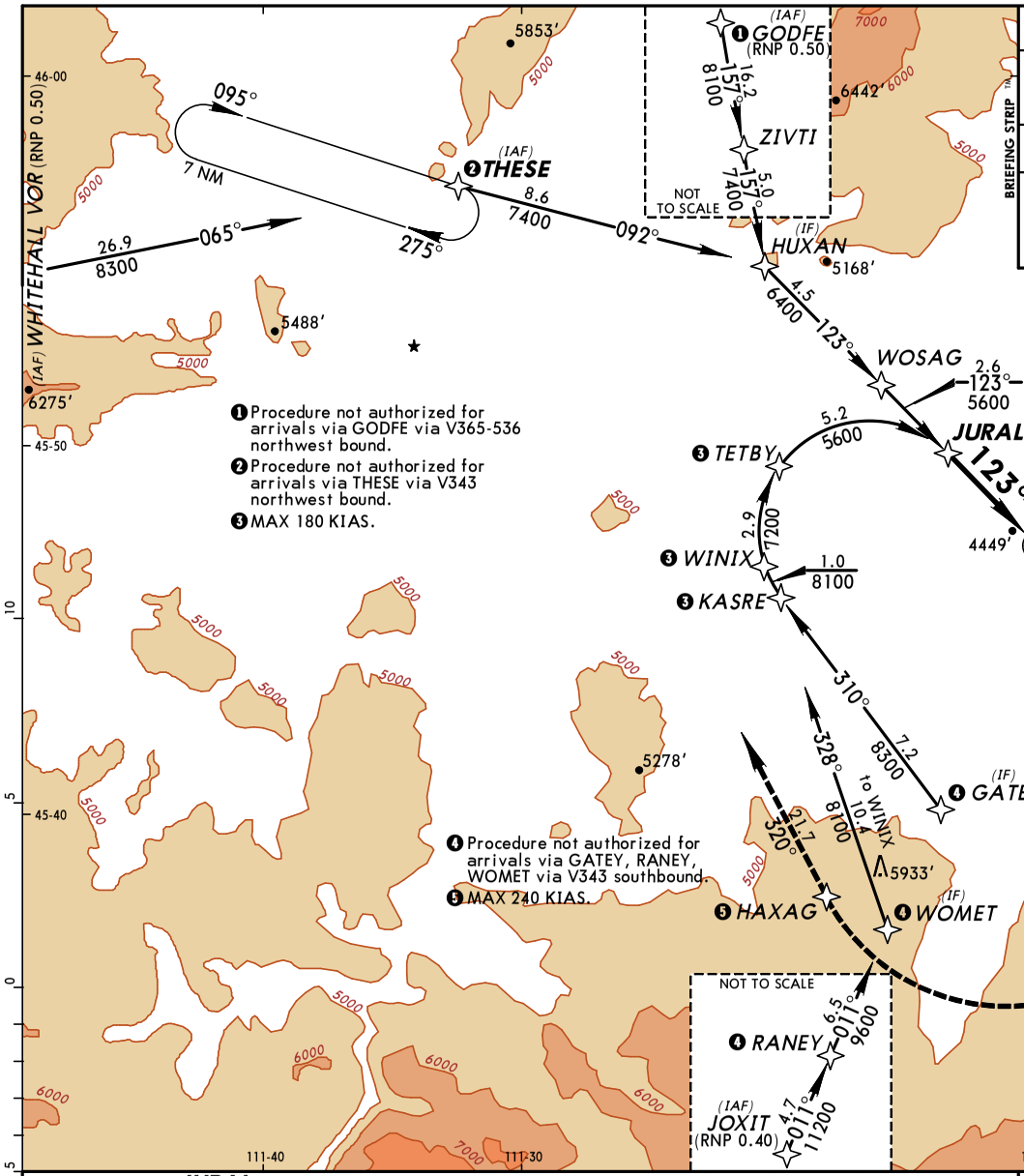
MISSED APCH: Climb to 8300′ via 123° track to HETSI, and via RIGHT turn to HAXAG, and via 320° track to THESE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C (-11°F) or above 39°C (102°F). 4. When VGSI inop, procedure not authorized at night. 5. Pilot controlled lighting 118.2.

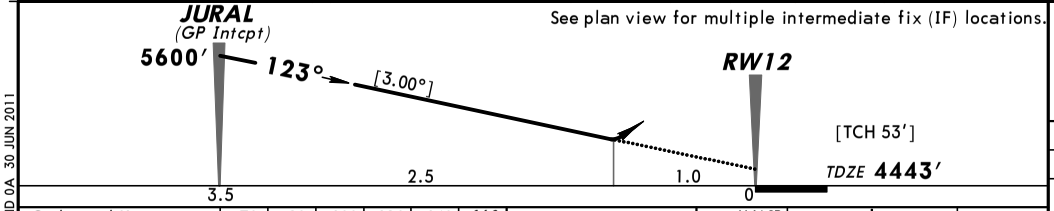
12,300′
MSA RW12

BRIEFING STRIP



❶ Procedure not authorized for arrivals via GODFE via V365-536 northwest bound.
❷ Procedure not authorized for arrivals via THESE via V343 northwest bound.
❸ MAX 180 KIAS.
❹ Procedure not authorized for arrivals via GATEY, RANEY, WOMET via V343 southbound.
❺ MAX 240 KIAS.

See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR VASI 8300′ via 123° HETSI

STRAIGHT-IN LANDING RWY 12
RNP 0.30
DA(H) 4791′ (348′)

	RAIL out	ALS out
A		
B		
C	1	1¼
D		

TERPS AMEND OA 30 JUN 2011

CHANGES: Procedure authorization note.

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BOZEMAN, MONT
RNAV (RNP) Rwy 30

ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

RNAV	Final Apch Crs	Minimum Alt SITRE	RNP 0.11 DA(H)	Apt Elev 4473′
	303°	5700′ (1238′)	4742′ (280′)	TDZE 4462′

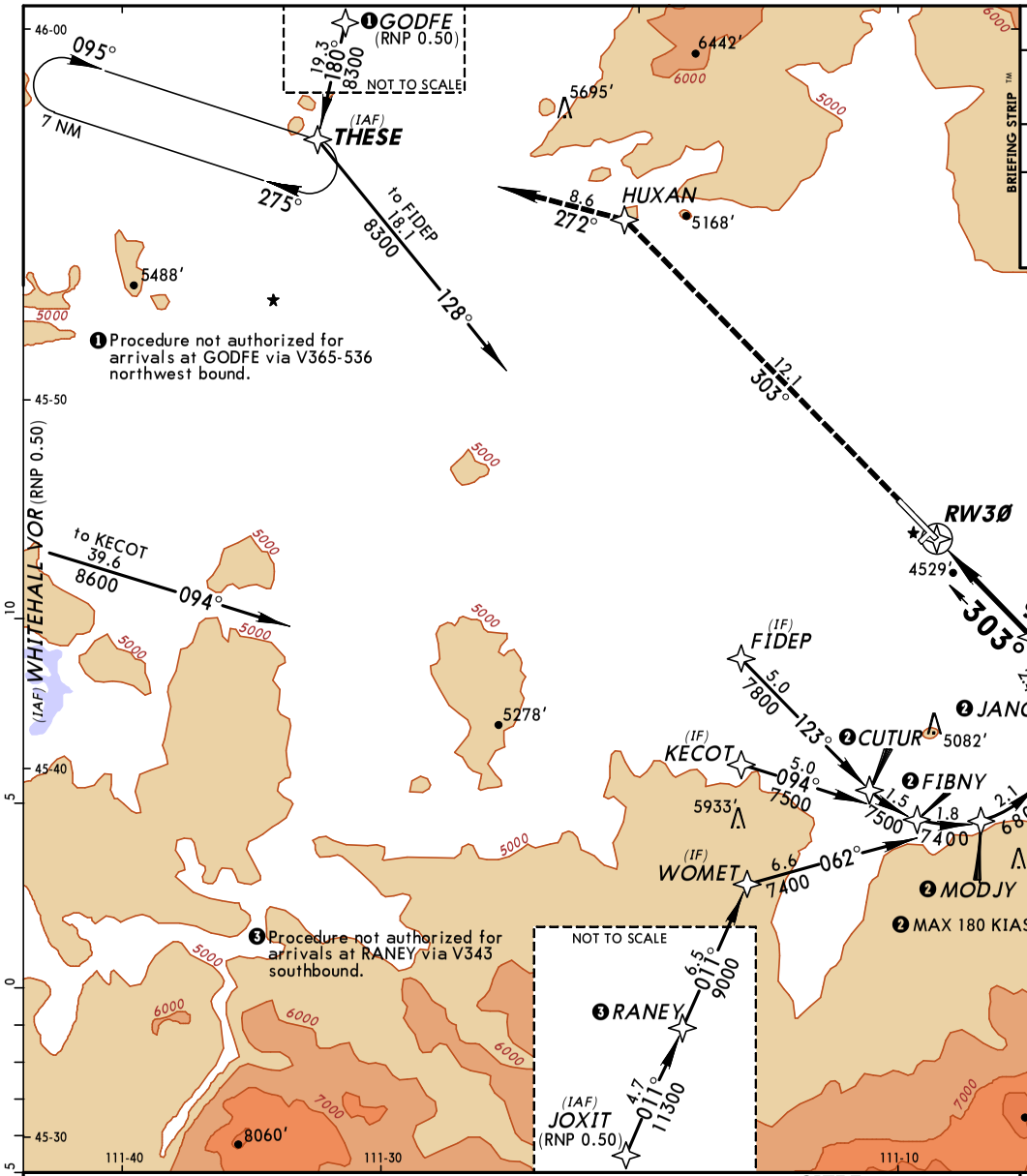
MISSED APCH: Climb to 8300′ via 303° track to HUXAN and via 272° track to THESE and hold, continue climb-in-hold to 8300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

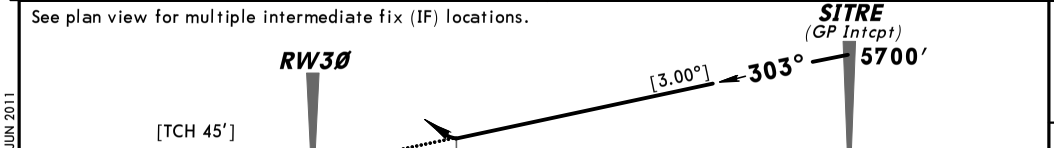
1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 39°C (102°F). 4. When VGSI inop, procedure not authorized at night. 5. Pilot controlled lighting 118.2.

BRIEFING STRIP™

12,300′
MSA RW30



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L

8300′ via 303° HUXAN

STRAIGHT-IN LANDING RWY 30

	RNP 0.11 Missed Approach Requires Minimum Climb of 350′/NM to 6000′. DA(H) 4742′ (280′)	RNP 0.20 DA(H) 4824′ (362′)	RNP 0.30 DA(H) 4881′ (419′)
A	1	1¼	1½
B			
C			
D			

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KBZN/BZN
GALLATIN

JEPPESEN
24 JUN 11 (13-1) Eff 30 Jun

BOZEMAN, MONT
VOR DME Rwy 12

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

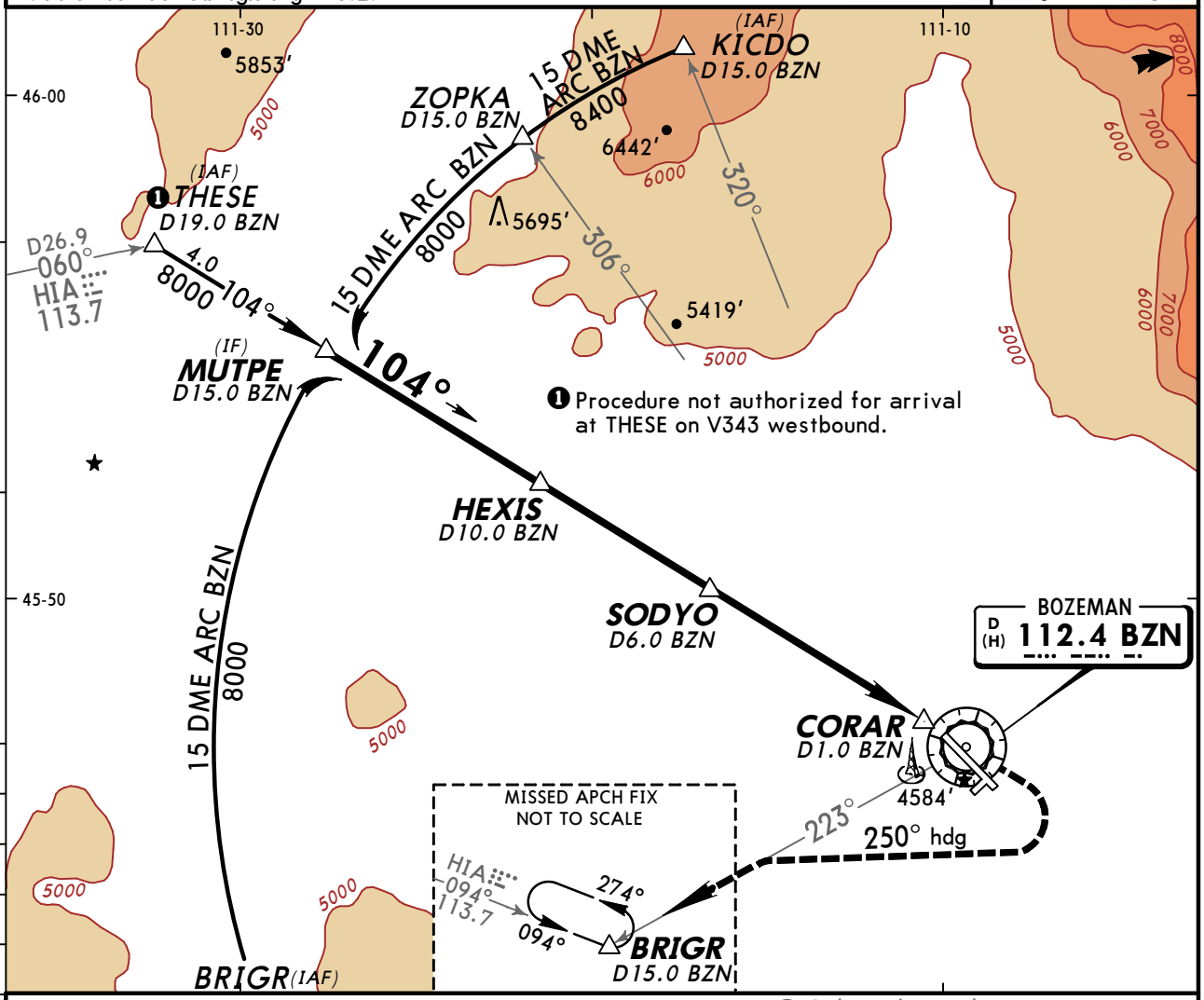
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4473′
BZN 112.4	104°	SODYO 6200′ (1775′)	4840′ (415′)	Rwy 12 4425′

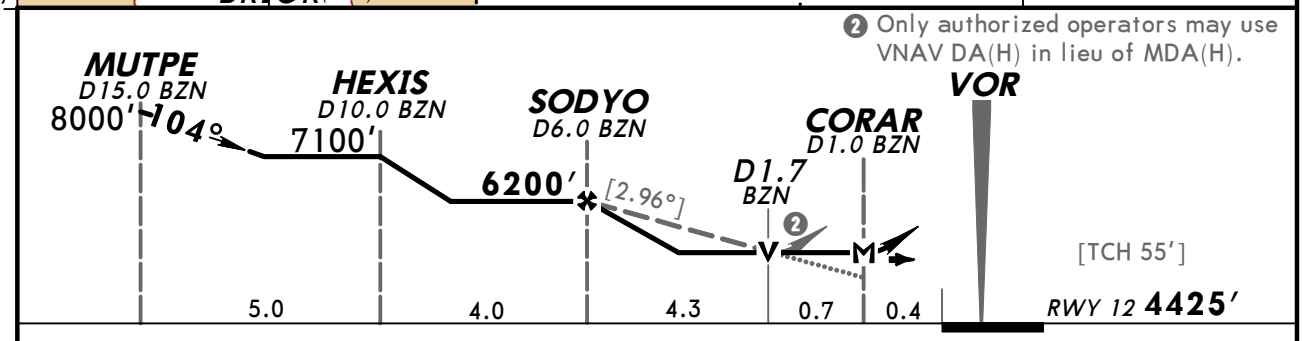
MISSED APCH: Climb to 5200′, then climbing RIGHT turn to 8000′ on hdg 250° and BZN VOR R-223 outbound to BRIGR INT/D15.0 BZN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.2.

MSA BZN VOR: 9900′ (170°–080°), 10,900′ (080°–260°), 12,300′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at CORAR						

MALSR / VASI | 5200′ | 8000′ RT on 250° hdg and BZN 112.4 R-223

STRAIGHT-IN LANDING RWY 12

MDA(H) 4840′ (415′)

	RAIL out	ALS out
A, B	1	
C, D	1⅛	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4940′ (467′)-1
120	
140	4940′ (467′)-1½
165	5040′ (567′)-2

TERPS AMEND 4 30 JUN 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center	*BOZEMAN Tower	*Ground
135.42	132.4	CTAF 118.2	121.8

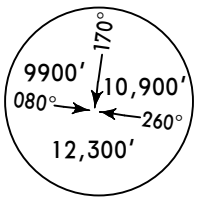
VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 4473′
BZN 112.4	104°		5440′ (997′)	TDZE 4443′

MISSED APCH: Climb to 5500′, then climbing RIGHT turn to 8000′ on hdg 250° and BZN VOR R-223 outbound to BRIGR INT/D15.0 BZN and hold.

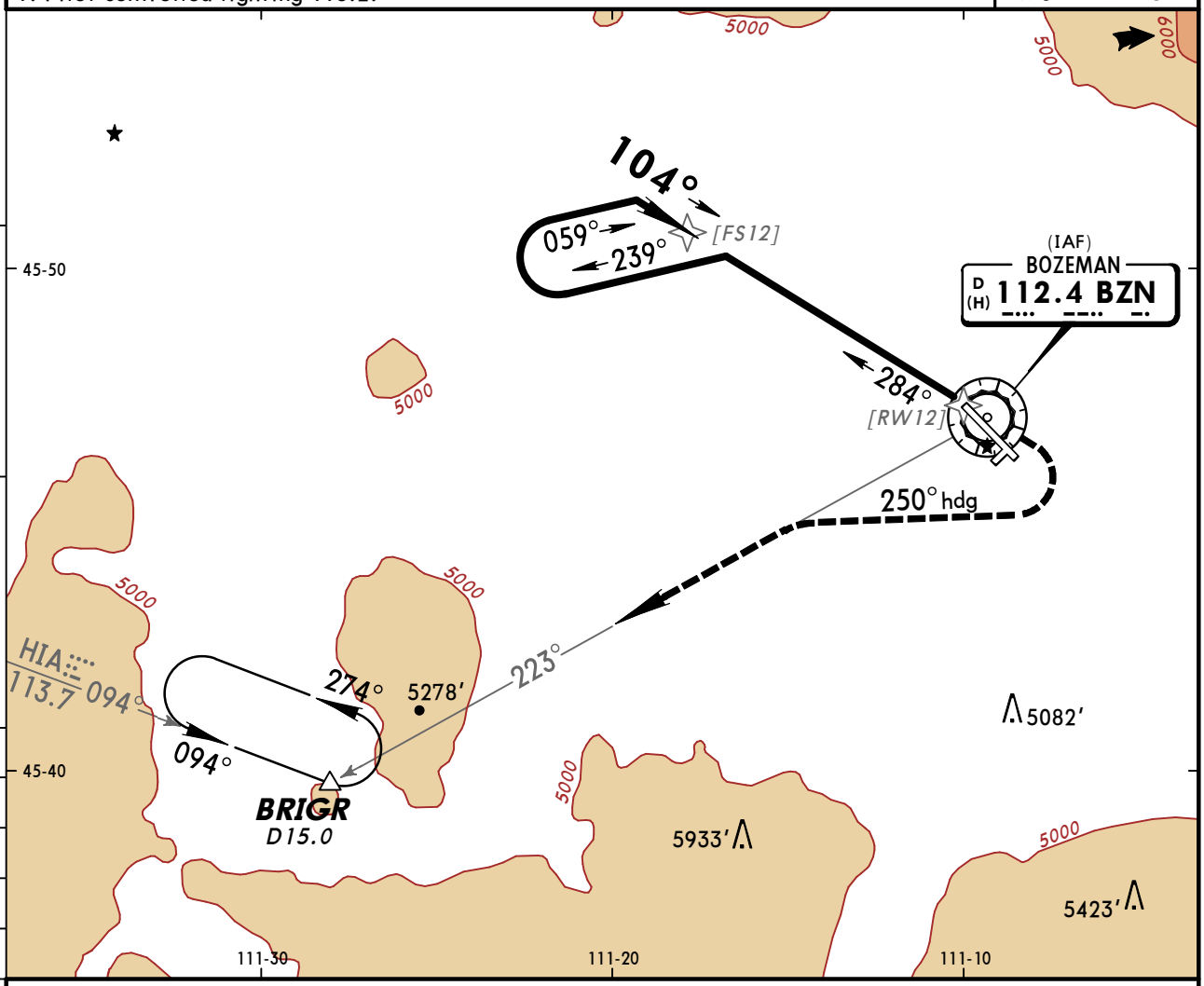
Alt Set: INCHES
1. Pilot controlled lighting 118.2.

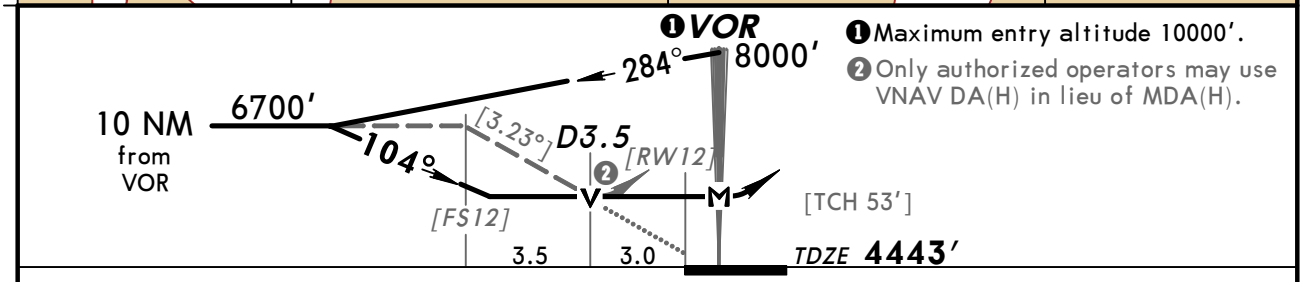
Trans level: FL 180

Trans alt: 18000′



MSA BZN VOR





❶ Maximum entry altitude 10000′.
❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.23°]	400	514	571	686	800	914
MAP at VOR						

MALSR
VASI

5500′

8000′ RT on 250° hdg and BZN 112.4 R-223

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
MDA(H) 5440′ (997′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	1¼		90	5440′ (967′)-1¼
B	1½		120	5440′ (967′)-1½
C	3		140	5440′ (967′)-3
D			165	

TERPS AMEND 15 30 JUN 2011

CHANGES: Procedure.

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General Information

Location: Dillon MT USA
IATA Code: DLN
Lat/Long: N45° 15.3' W112° 33.2'
Elevation: 5245 ft

Airport Use: Public
Magnetic Variation: 13.1°E
Sectional Chart: Great Falls

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1412 Z
Sunset: 0114 Z,

Runway Information

Runway: 04
Length x Width: 3600 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 5228 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 6501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5202 ft
Lighting: Edge, Pilot controlled

Runway: 22
Length x Width: 3600 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 5228 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 6501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5245 ft
Lighting: Edge, Pilot controlled

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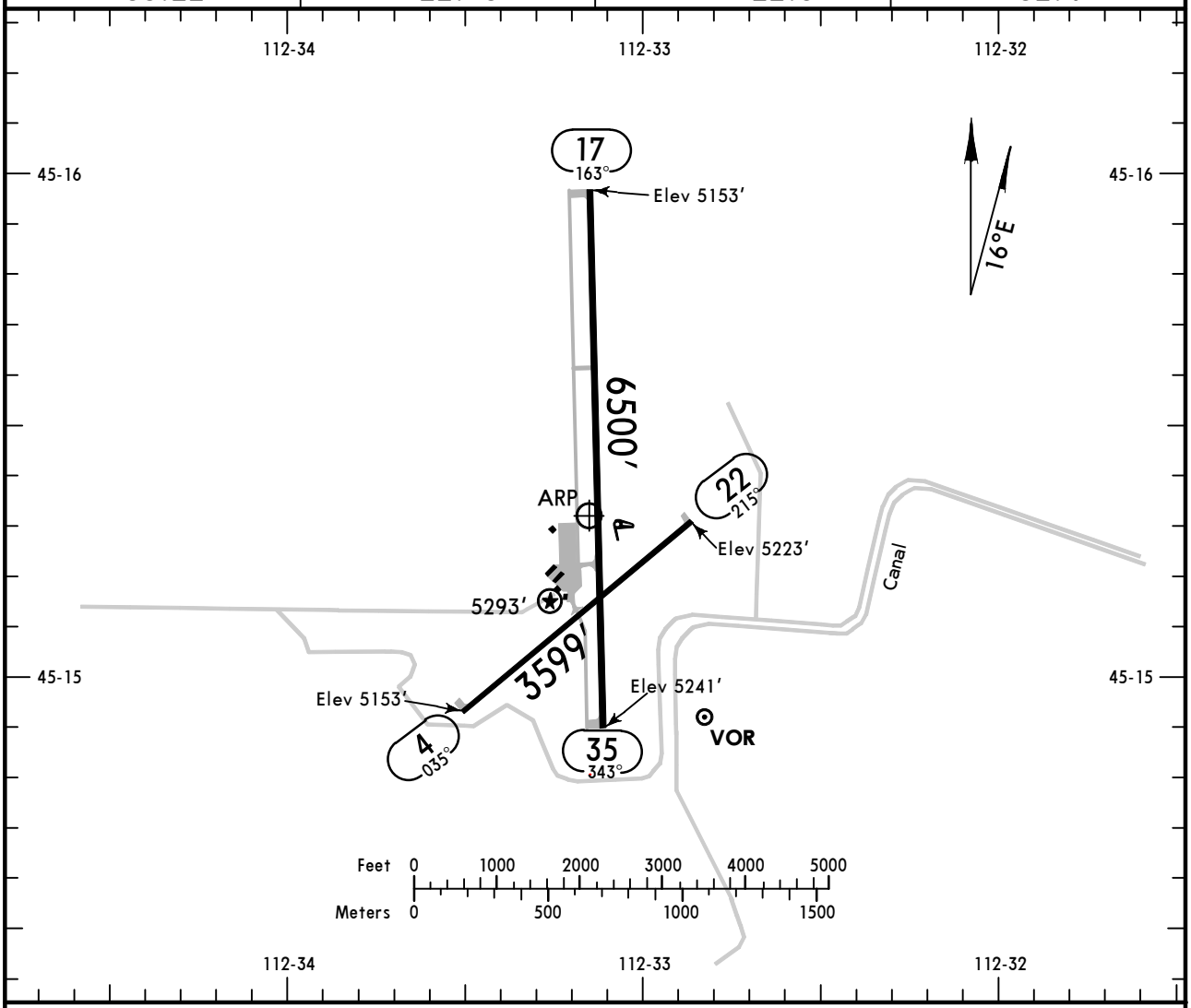
Communication Information

ASOS 135.225
Dillon Unicom 122.8 CTAF PCL
Great Falls Flight Service Station 122.15 RCO
Salt Lake City Center 132.4 Remote Communications Air-Ground

ASOS	GREAT FALLS Radio	DILLON UNICOM	SALT LAKE Center
135.22	122.15	CTAF 122.8	132.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ❶	❸MIRL				60′
22	❸MIRL ❸ PAPI-L (angle 3.00°)				
17 ❷	❸MIRL ❸ PAPI-L (angle 3.00°)				75′
35	❸MIRL ❸ PAPI-L (angle 3.00°, TCH 24′)				

❶ All departures prohibited on Runway 4 due to runway visibility blocked by hangars/buildings.
❷ Runway visibility blocked by hangars/buildings on Runway 17; confirm presence of other aircraft prior to takeoff.
❸ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 17, 35 Adequate Vis Ref	Rwys 17, 35 STD	Rwys 4, 22
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

OBSTACLE DP: Rwys 17 and 35 turn right, climb in DLN VOR holding pattern (hold North, right turns,185° inbound) to cross DLN VOR at or above; northwest bound V257 8500′; southwest bound V121 8500′; northbound V21 7600′; southeast bound V21-257 9400′.

FOR FILING AS ALTERNATE

Authorized Only When Dillon Altimeter Setting Available

	VOR DME-B	VOR-A
A B C D	800-2	1500-3

AMEND 2

CHANGES: Rwy 17-35 lighting.

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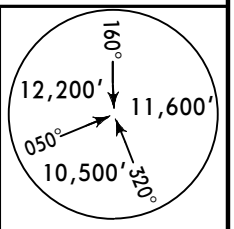
ASOS	SALT LAKE Center	GREAT FALLS Radio	DILLON UNICOM
135.22	132.4	122.15	CTAF 122.8

VOR	Final Apch Crs		MDA(H)	
DLN 113.0	185°	No FAF	Refer to minimums	Apt Elev 5241′

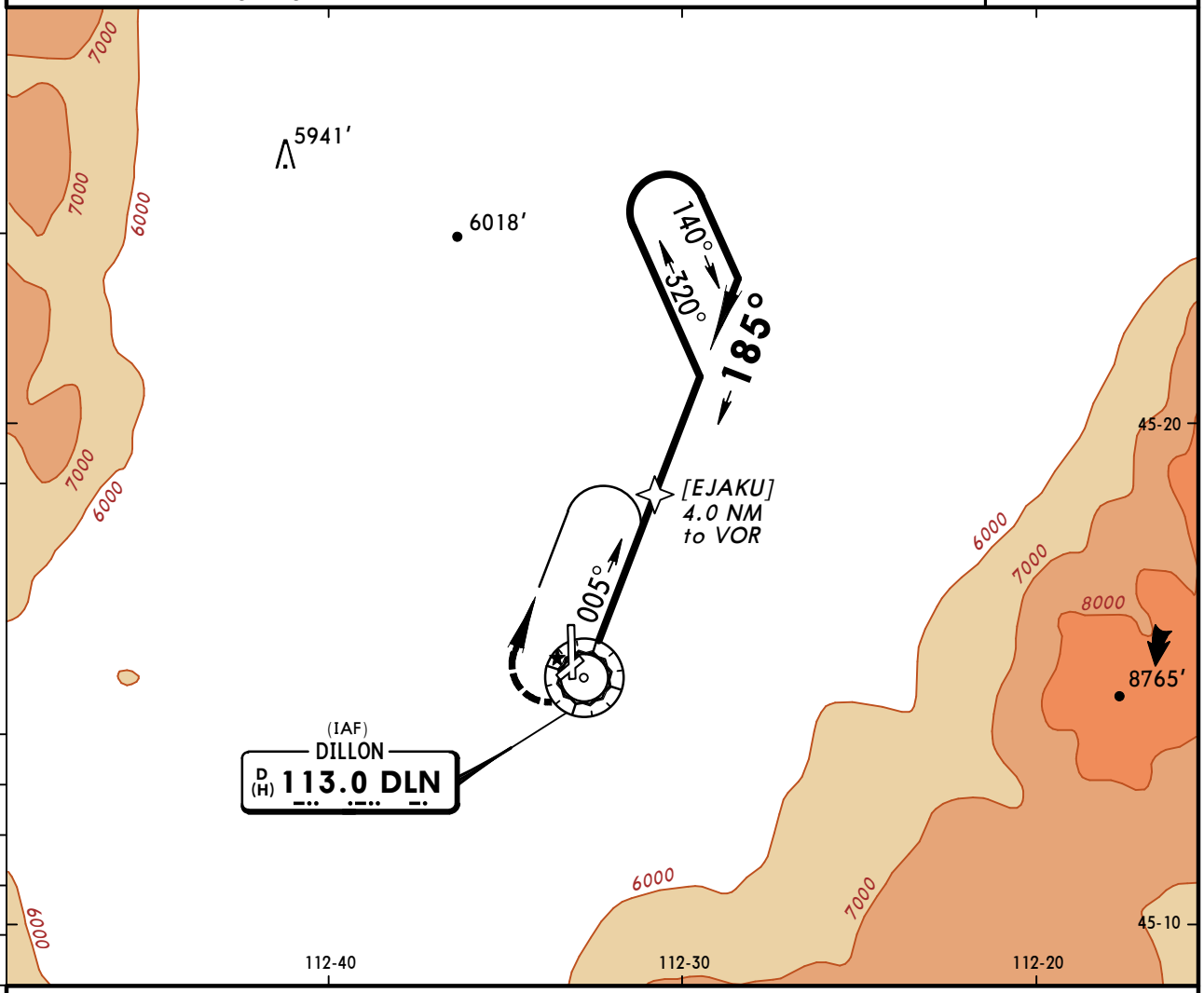
MISSED APCH: Climb to 9000′ in DLN VOR holding pattern.

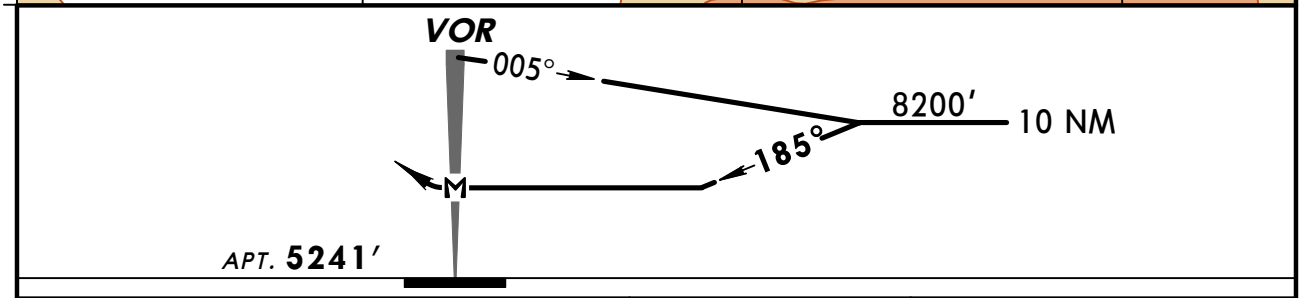
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when Dillon altimeter setting not available.
2. Pilot controlled lighting 122.8.



MSA DLN VOR





MAP at VOR								Lighting - Refer to Airport Chart	9000′ ↑ in DLN 113.0 HOLDING PATTERN

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	6700′ (1459′) - 1¼
B	120	6700′ (1459′) - 1½
C	140	6700′ (1459′) - 3
D	165	

AMEND 7 TERPS

CHANGES: None.

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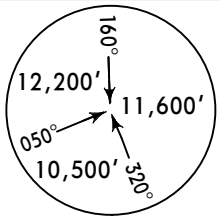
ASOS	SALT LAKE Center	GREAT FALLS Radio	DILLON UNICOM
135.22	132.4	122.15	CTAF 122.8

VOR DLN	Final Apch Crs	Minimum Alt D6.0	MDA(H) Refer to Minimums	Apt Elev
113.0	185°	7000′ (1759′)		5241′

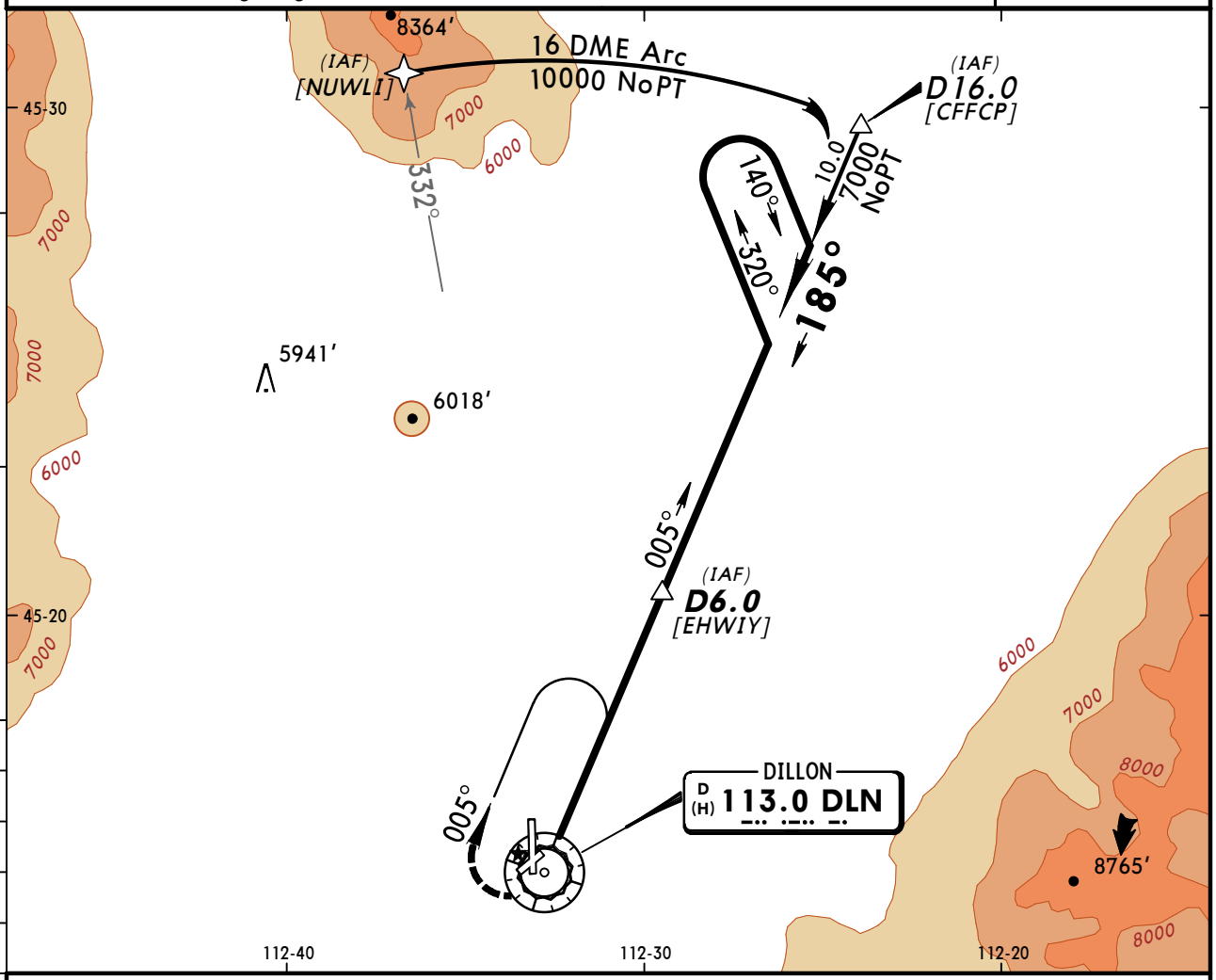
MISSED APCH: Climb to 9000′ in DLN VOR holding pattern.

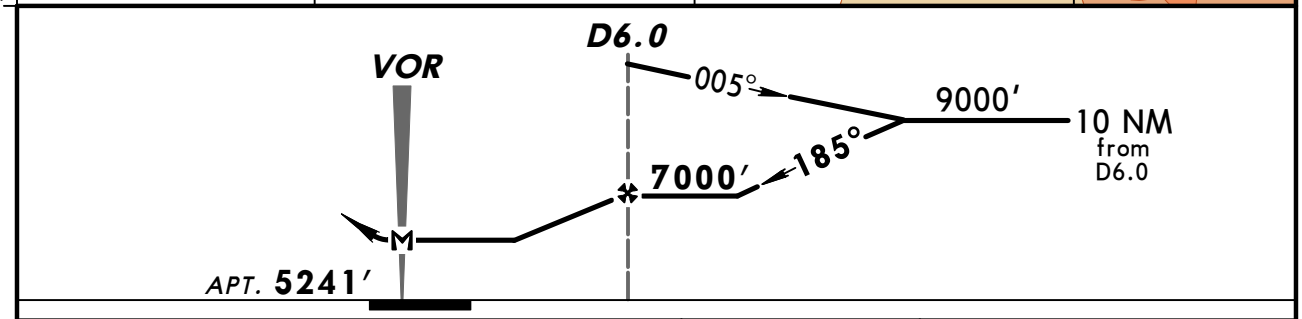
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Procedure not authorized when Dillon altimeter setting not available.
2. Pilot controlled lighting 122.8.



MSA DLN VOR





MAP at VOR	Lighting - Refer to Airport Chart	9000′ ↑	in DLN 113.0 HOLDING PATTERN

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5720′ (479′)-1
B	120	5740′ (499′)-1
C	140	5760′ (519′)-1½
D	165	5840′ (599′)-2

BRIEFING STRIP ™

TERPS AMEND 1A

CHANGES: New chart format.

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General Information

Location: Kalispell MT USA
IATA Code: FCA
Lat/Long: N48° 18.6' W114° 15.4'
Elevation: 2977 ft

Airport Use: Public
Magnetic Variation: 14.4°E
Sectional Chart: Great Falls

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1423 Z
Sunset: 0117 Z,

Runway Information

Runway: 02
Length x Width: 9007 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2966 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 12
Length x Width: 3504 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2974 ft
Lighting: Edge, Pilot controlled

Runway: 20
Length x Width: 9007 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2977 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 3504 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2974 ft
Lighting: Edge, Pilot controlled

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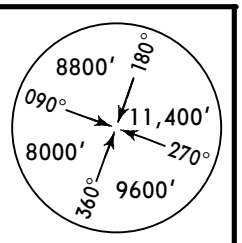
Communication Information

ATIS 132.625
ASOS 132.625
Glacier Tower 124.55 CTAF PCL
Glacier Ground Control 121.6
Glacier Park Intl Unicom 122.95
Great Falls Radio 122.5 RCO
Salt Lake City Center 133.4 Remote Communications Air-Ground

SALT LAKE Center 133.4	Apt Elev 2977′	Trans level: FL180 Trans alt: 18000′



OBSTACLE

SKOTT TWO DEPARTURE (SKOTT2.SKOTT)

Direct distance from Glacier Park Intl to:
FCA **7 NM**

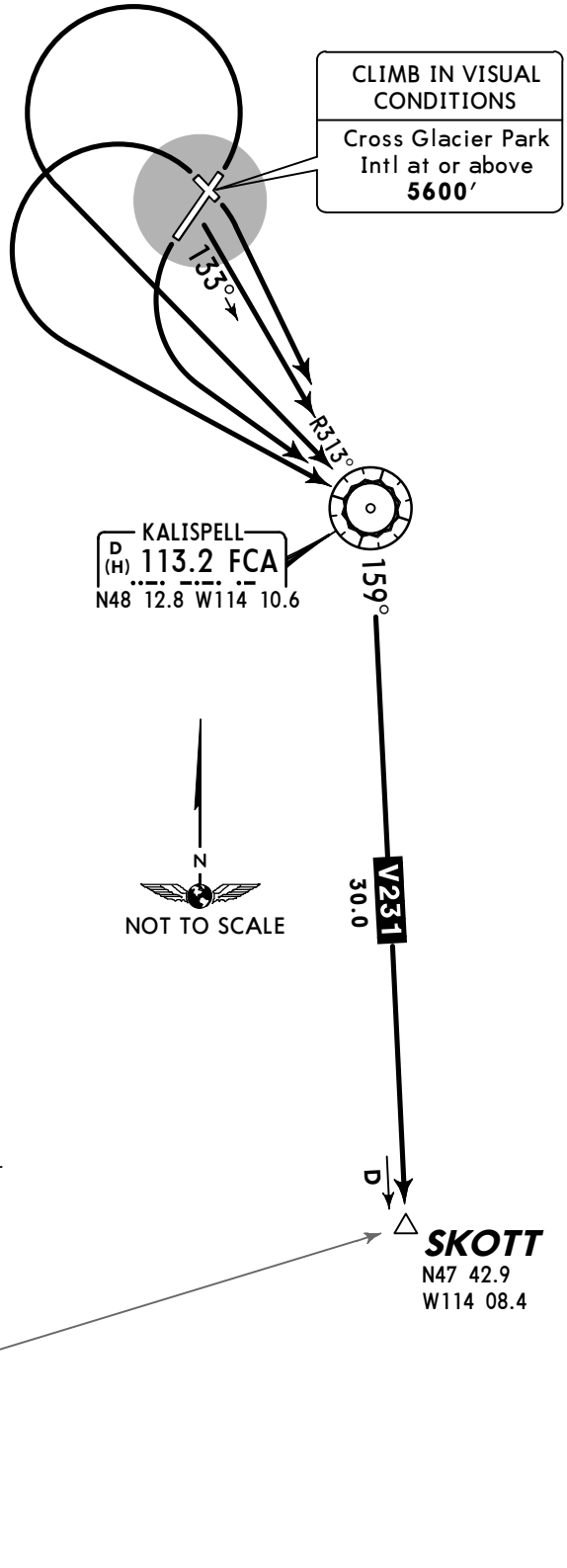
This DP requires take-off minimums:
Rwy 2: Standard (or lower than standard, if authorized) with minimum climb of 290′ per NM to **7800′,** or 2700-3 for climb in visual conditions.
Rwys 12, 20: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **12000,** or 2700-3 for climb in visual conditions.
Rwy 30: Standard (or lower than standard, if authorized) with minimum climb of 260′ per NM to **8900′,** or 2700-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
290′ per NM	363	483	725	967	1208	1450

OBSTACLES
Rwy 2: Trees 1469′ from DER, 675′ RIGHT of centerline, 100′ AGL/3065′ MSL.
Rwy 12: Multiple vehicles on roadway, train on track, trees and a pole beginning 542′ from DER, on centerline extending LEFT and RIGHT of centerline, up to 129′ AGL/3087′ MSL. Trees 2325′ from DER, 226′ LEFT of centerline, 94′ AGL/3063′ MSL. Trees 3114′ from DER, 420′ RIGHT of centerline, 117′ AGL/3082′ MSL.
Rwy 20: Trees 2320′ from DER, 1055′ LEFT of centerline, 107′ AGL/3057′ MSL. Trees 1.1 NM from DER, 1679′ RIGHT of centerline, 107′ AGL/3154′ MSL.
Rwy 30: Trees 721′ from DER, 60′ RIGHT of centerline, 104′ AGL/3136′ MSL. Trees 873′ from DER, 86′ LEFT of centerline, 104′ AGL/3149′ MSL.



RWY	INITIAL CLIMB
2, 20, 30	Climbing LEFT turn direct FCA, or climb in visual conditions to cross Glacier Park Intl SOUTHEAST bound at or above **5600′**, then on FCA R-313 to FCA.
12	Climbing RIGHT turn direct FCA, or climb in visual conditions to cross Glacier Park Intl SOUTHEAST bound at or above **5600′**, then on FCA R-313 to FCA.

ROUTING

Continue climb to **12000′** via FCA R-159 to SKOTT.

CHANGES: Procedure renumbered, revised, MSA.

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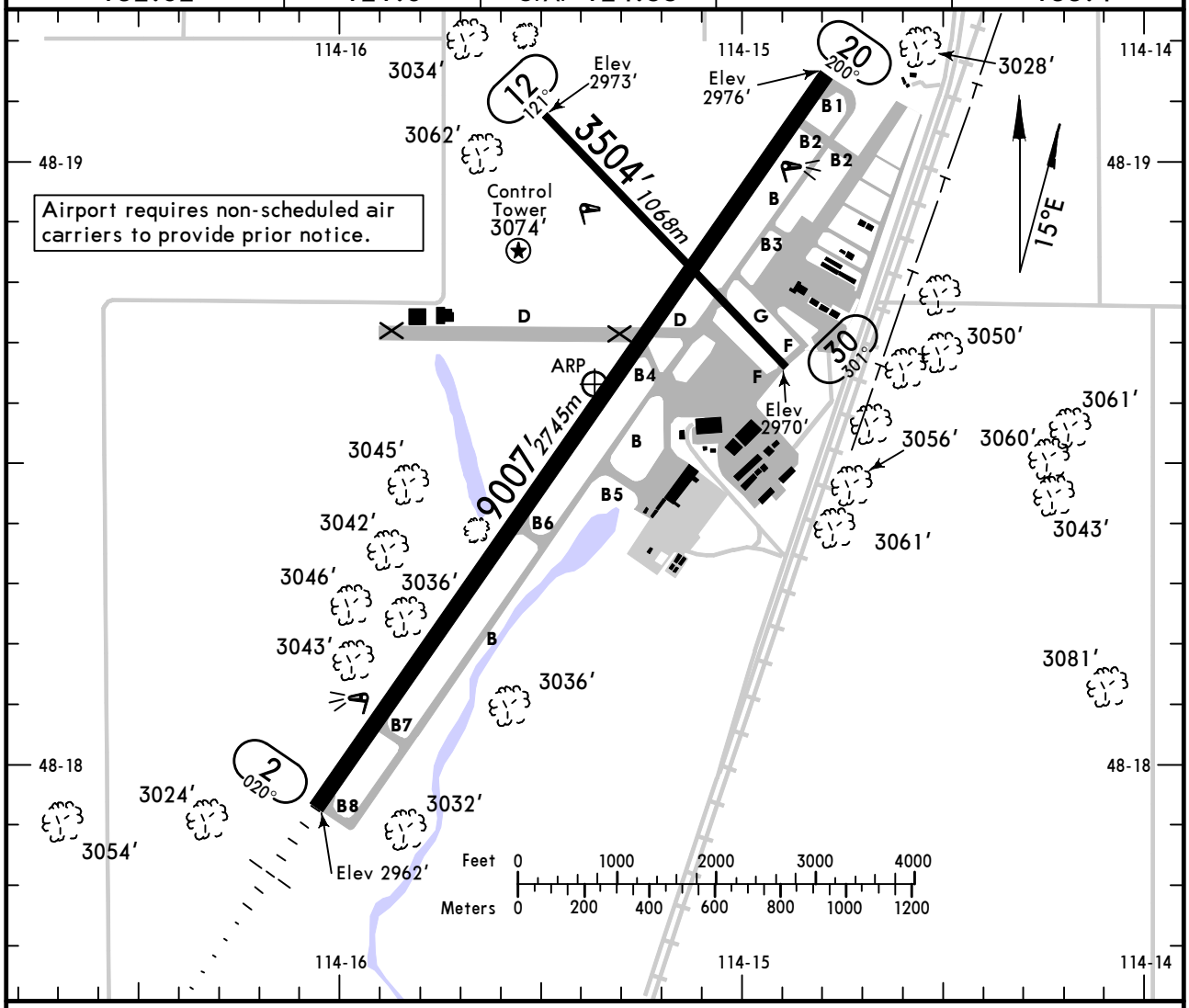
ATIS (ASOS when Twr inop)	*GLACIER Ground	*Tower	UNICOM 122.95	SALT LAKE Center
132.62	121.6	CTAF 124.55		133.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶HIRL ❶MALSR ❷PAPI-L — grooved		8035′ *2449m*		150′ *46m*
20	❶HIRL ❶REIL ❷PAPI-L				
12	❶MIRL — porous friction course overlay				75′ *23m*
30	❶MIRL PAPI-L (angle 3.0°)				

❶ Activate on 124.55.
❷ Angle 3.0°

TAKE-OFF		FOR FILING AS ALTERNATE			
	All Rwys	ILS Rwy 2	LOC Rwy 2 RNAV (GPS) Z Rwy 2 RNAV (GPS) Rwy 30 VOR DME Rwy 30	Authorized Only When Local Weather Available RNAV (RNP) Y Rwy 2	RNAV (RNP) Rwy 20
1 & 2 Eng	USE SKOTT DEPARTURE	A: NA B: 600-2	800-2	NA	800-2½
3 & 4 Eng		C: 700-2 D: 700-2		800-2	

AMEND 3

CHANGES: Rwy 2/20 lighting.

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KGPI/FCA
GLACIER PARK INTL

JEPPESEN

17 FEB 12 (11-1)

KALISPELL, MONT
ILS or LOC Rwy 2

BRIEFING STRIP ™

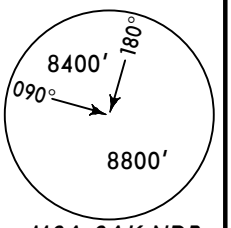
ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2977′
IGPI 111.5	020°	GLACI 5234′ (2268′)	3166′ (200′)	TDZE 2966′

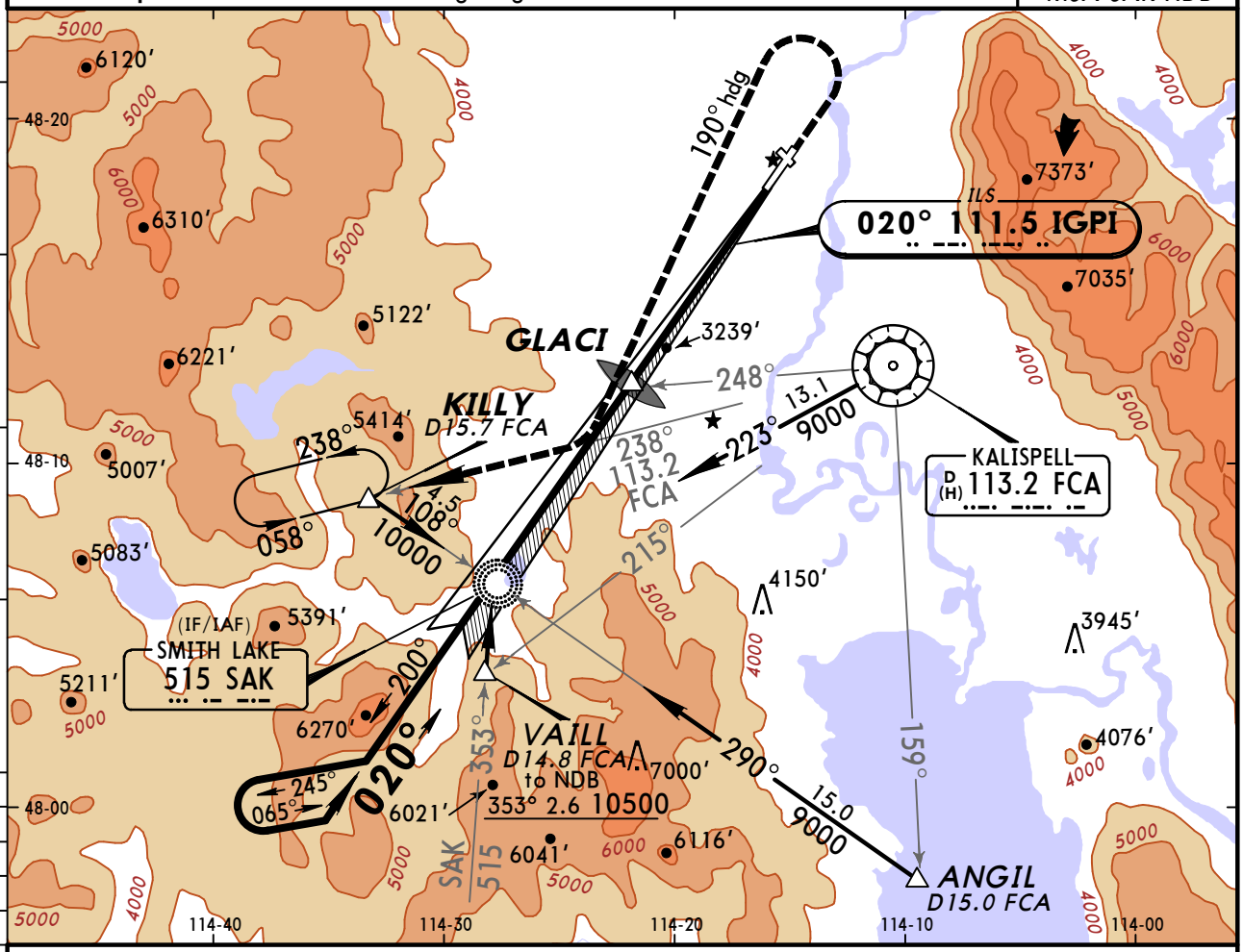
MISSED APCH: Climb to 4100′, then climbing LEFT turn to 12000′ via 190° heading and outbound via FCA VOR R-238 to KILLY INT/D15.7 FCA and hold. Continue climb-in-hold to 12000′.

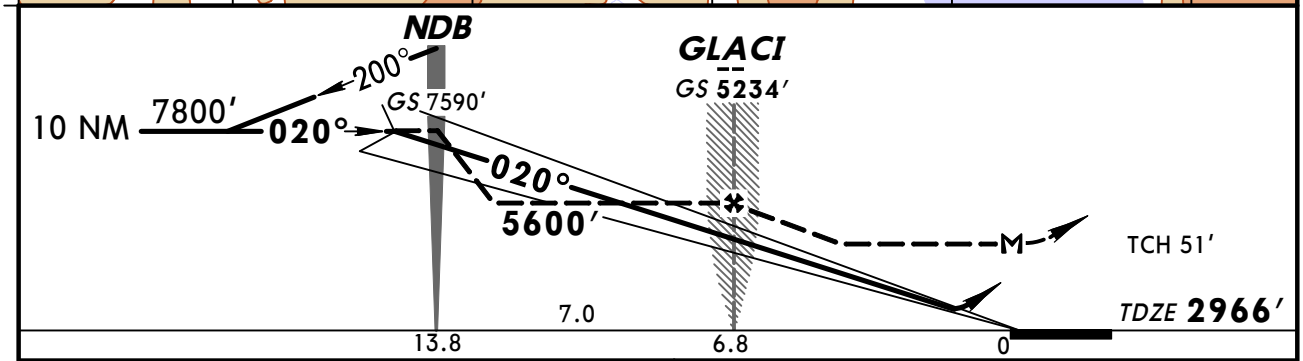
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 124.55.



MSA SAK NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
GLACI to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR / PAPI | 4100′ | 12000′ LT via 190° hdg and FCA 113.2 R-238

STRAIGHT-IN LANDING RWY 2

	ILS DA(H) 3166′ (200′) FULL	ILS DA(H) 3166′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 3540′ (574′)	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1/2	3/4	1/2	3/4	1	90	3540′ (563′)-1
B						120	
C			1	1 1/2		140	3640′ (663′)-1 3/4
D			1 1/4	1 3/4		165	3640′ (663′)-2

TERPS AMEND 6A 29 JUL 2010

CHANGES: None.

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BRIEFING STRIP™

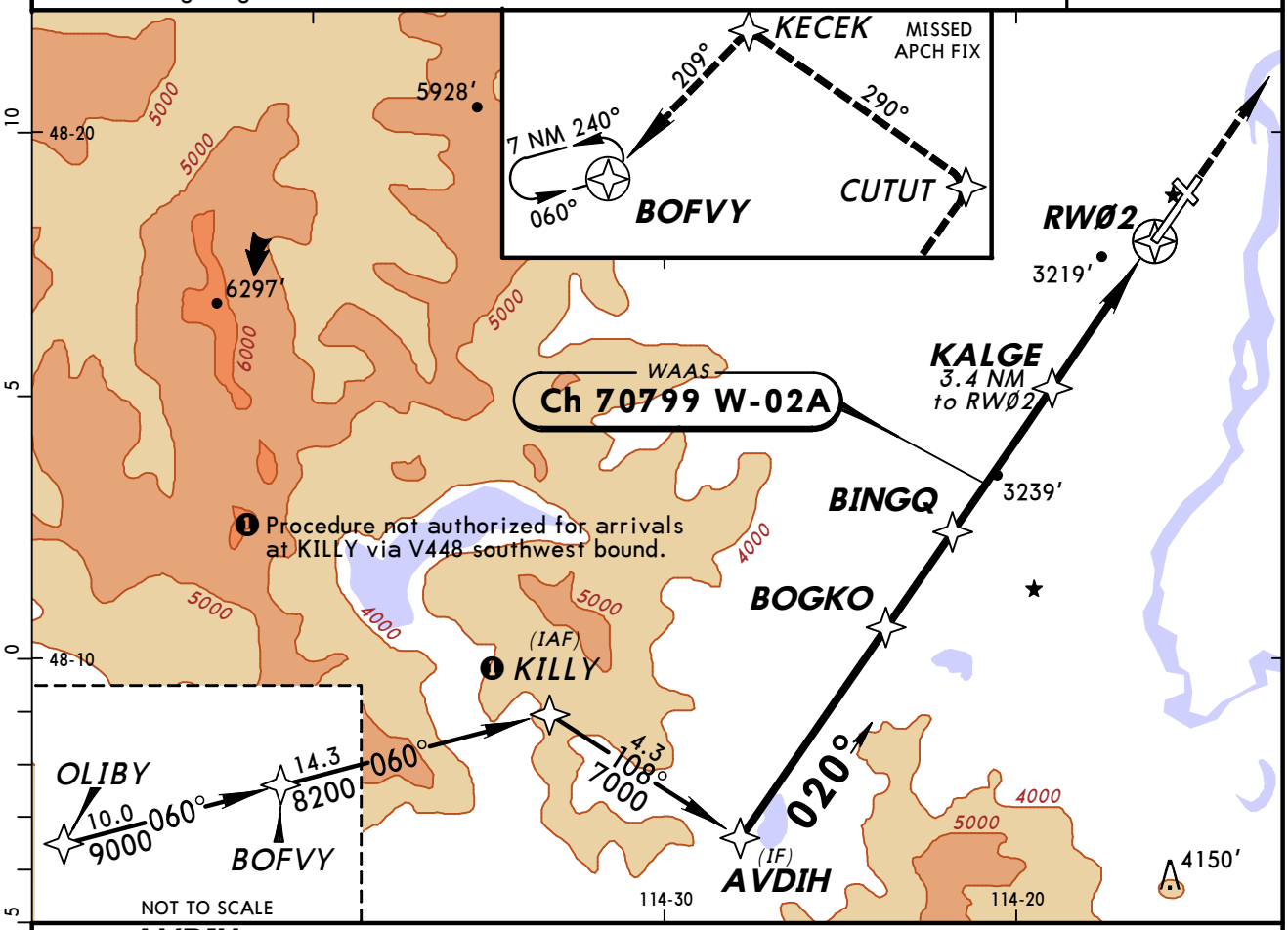
ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

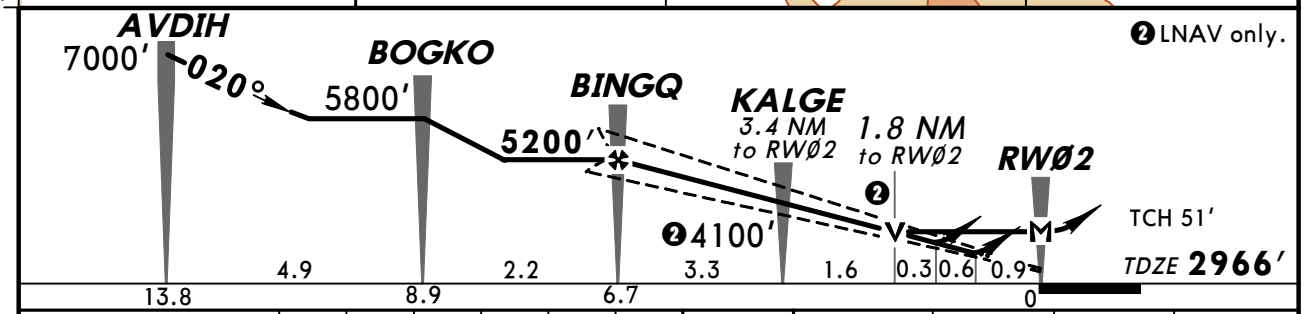
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2977′
Ch 70799 W-02A	020°	BINGQ 5200′(2234′)	3297′(331′)	TDZE 2966′

MISSED APCH: Climb to 9000′ direct CUTUT and via 290° track to KECEK and via 209° track to BOFVY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 124.55.

11,300′
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

MALSR PAPI 9000′ D CUTUT

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 2

	LPV DA(H) 3297′ (331′)		LNAV/VNAV DA(H) 3502′ (536′)		LNAV MDA(H) 3600′ (634′)		
		RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	
A	3/4	1 1/4	1 1/2		1/2	3/4	1
B							
C					1 1/4	1 3/4	
D			1 1/2	1 3/4	1 1/2	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3600′(623′)-1
120	
140	3640′(663′)-1 3/4
165	3640′(663′)-2

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

RNAV	Final Apch Crs	Minimum Alt IQGOJ	LNAV MDA(H) (CONDITIONAL)	Apt Elev 2977′
	301°	5400′ (2426′)	3460′ (486′)	TDZE 2974′

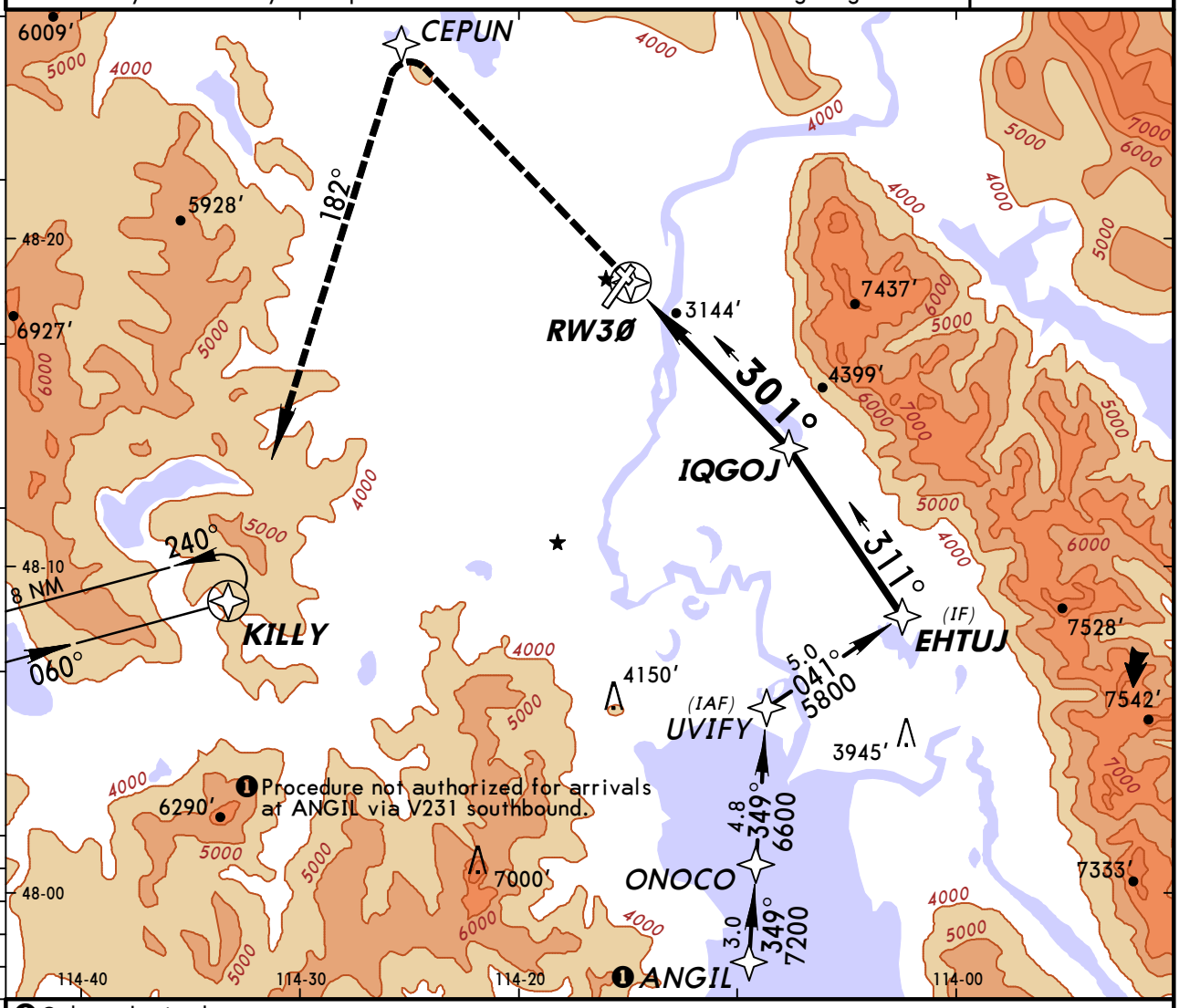
MISSED APCH: Climb to 12000′ direct CEPUN and LEFT turn via 182° track to KILLY and hold. Continue climb-in-hold to 12000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

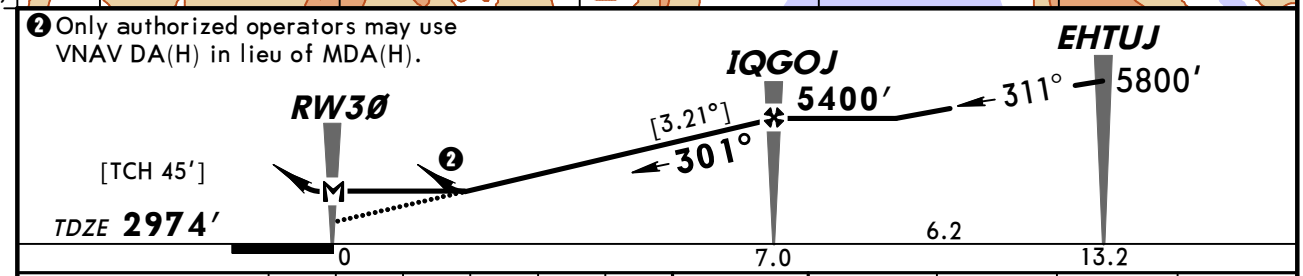
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 124.55.

11,400′
MSA RW3Ø

BRIEFING STRIP™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.21°]	398	511	568	682	795	909
MAP at RW3Ø						

PAPI-L | 12000′ | D | CEPUN

STRAIGHT-IN LANDING RWY 30
LNAV

MDA(H) 3460′ (486′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3520′ (543′) -1
120	
140	3640′ (663′) -1¾
165	3640′ (663′) -2

TERPS AMEND 1

CHANGES: Procedure.

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KGPI/FCA
GLACIER PARK INTL

24 JUN 11 (12-20)

JEPPESEN CAT B, C & D

KALISPELL, MONT
RNAV (RNP) Y Rwy 2

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

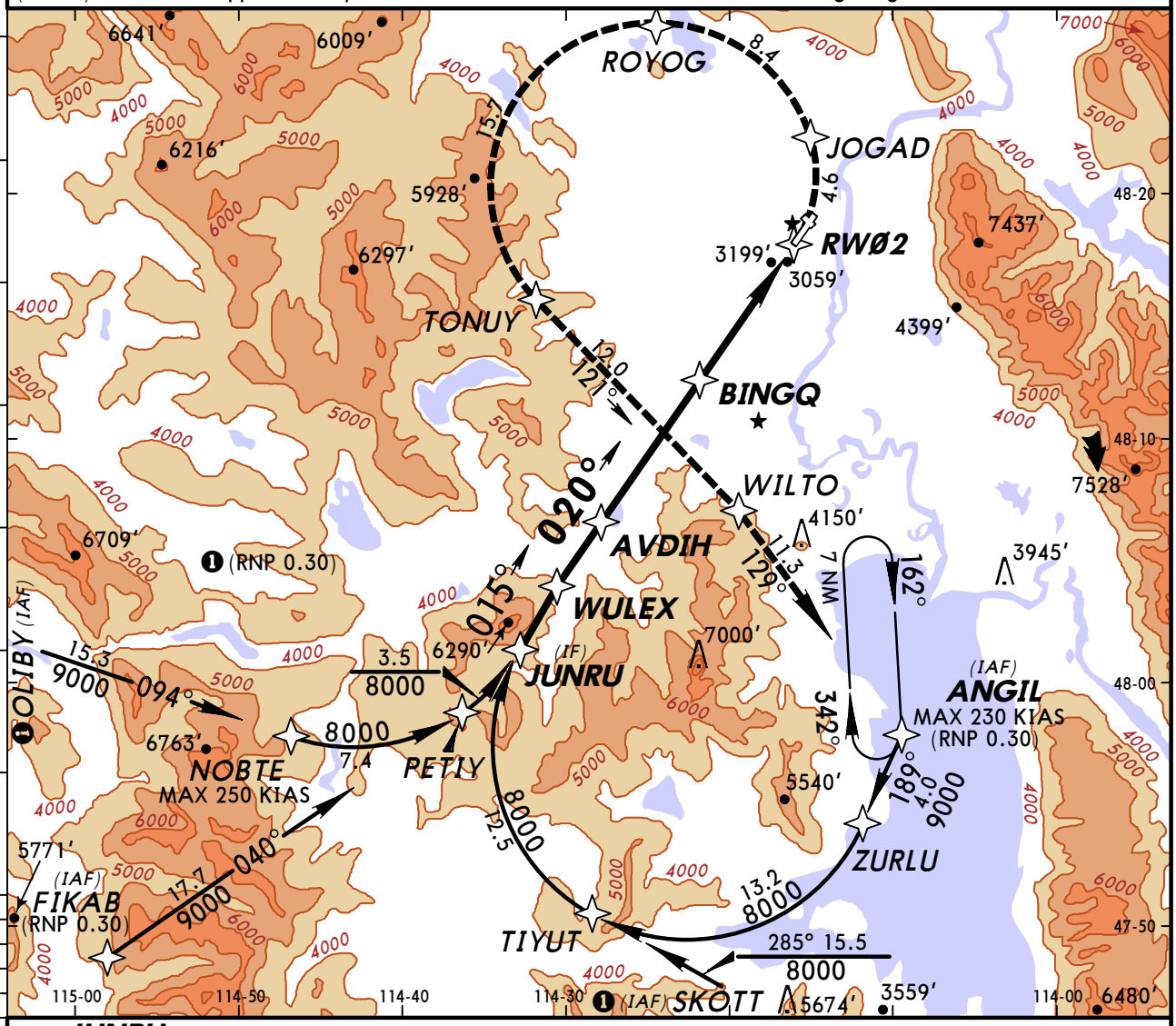
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 2977′
	020°	BINGQ 5200′ (2234′)	3340′ (374′)	TDZE 2966′

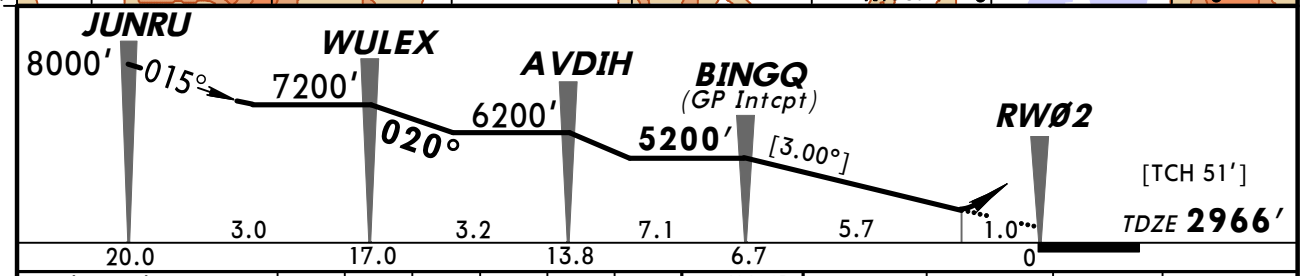
11,300′ MSA RWØ2

MISSED APCH: Climb to 10000′ via LEFT turn to JOGAD and via LEFT turn to ROYOG and via LEFT turn to TONUY and via 121° track to WILTO and via 129° track to ANGIL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -21°C (-5°F) or above 43°C (109°F). 4. Missed approach requires RNP less than 1.00. 5. Pilot controlled lighting 124.55.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 10000′ LT JOGAD LT ROYOG

STRAIGHT-IN LANDING RWY 2

	1 RNP 0.10 DA(H) 3340′ (374′)		RNP 0.30 DA(H) 3522′ (556′)	
	RAIL out	ALS out	RAIL out	ALS out
A	NA		NA	
B	3/4	1 1/4	1 1/2	2
C				
D				

1 Missed approach requires minimum climb of 220′/NM to 6100′.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KGPI/FCA
GLACIER PARK INTL

JEPPESEN

24 JUN 11 (12-21)

KALISPELL, MONT
RNAV (RNP) Rwy 20

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

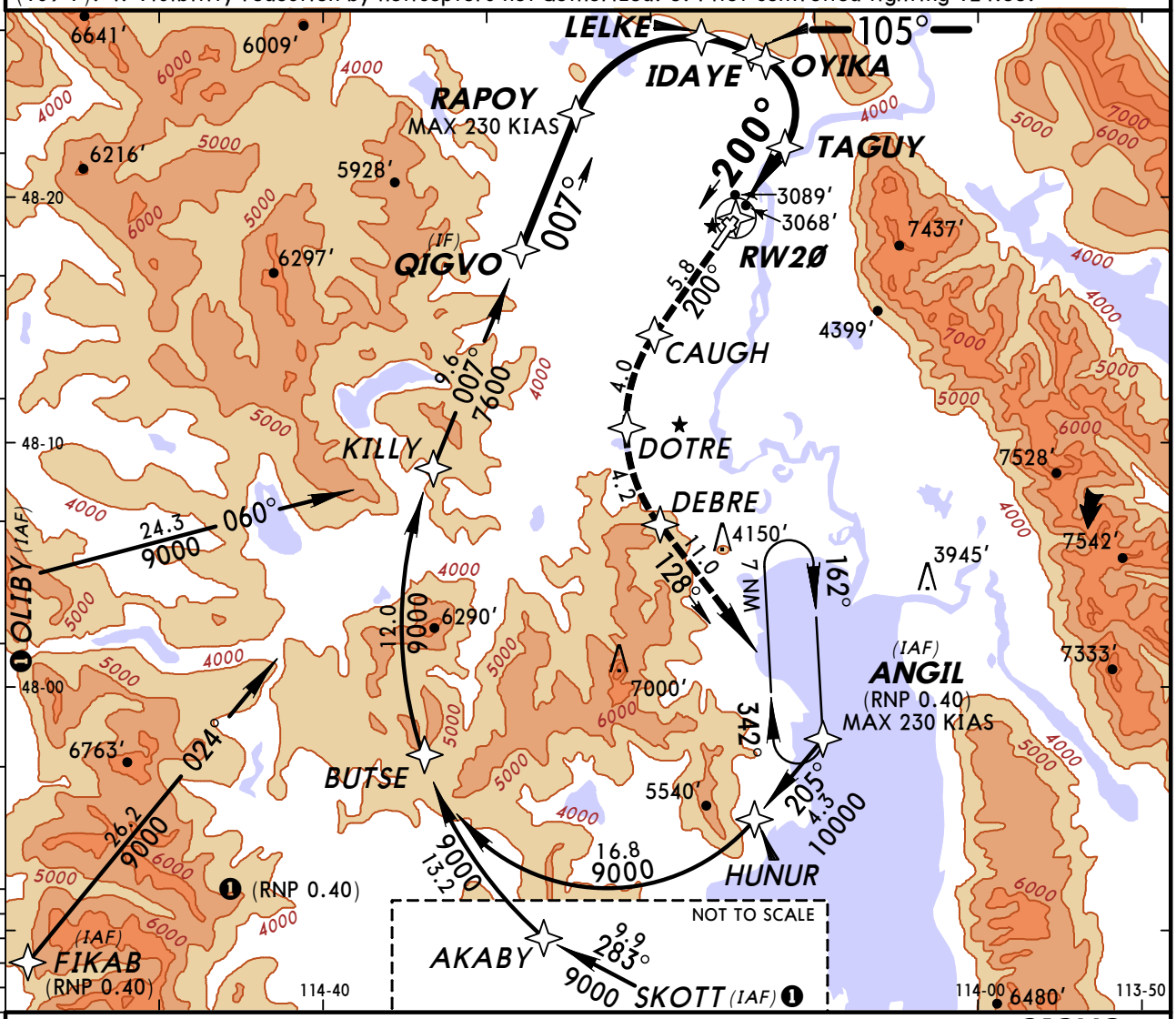
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 2977′
	200°	IDAYE 5700′ (2723′)	3344′ (367′)	TDZE 2977′

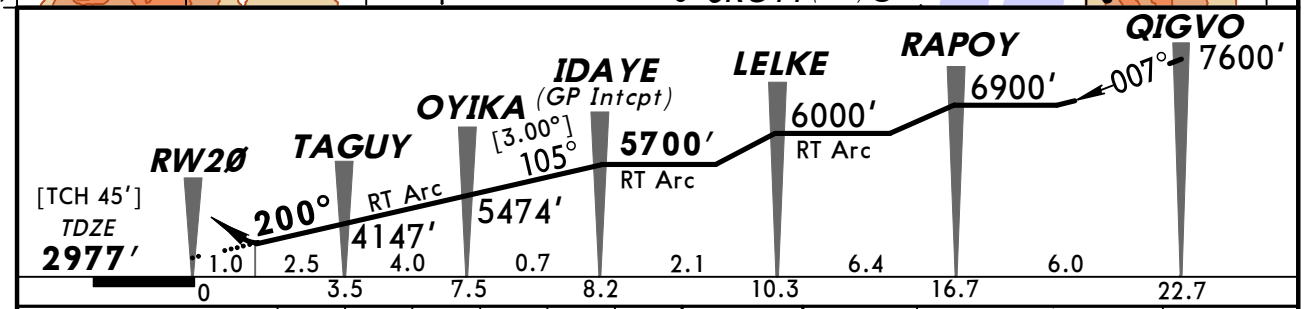
11,400′ MSA RW2Ø

MISSED APCH: Climb to 10000′ via 200° track to CAUGH and via LEFT turn to DOTRE and via LEFT turn to DEBRE and via 128° track to ANGIL and hold. Continue climb-in-hold to 10000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -21°C (-5°F) or above 43°C (109°F). 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 124.55.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

10000′ via 200° CAUGH

TERPS AMEND 0A 30 JUN 2011

STRAIGHT-IN LANDING RWY 20

	1 RNP 0.10 DA(H) 3344′ (367′)	1 RNP 0.30 DA(H) 3446′ (469′)	RNP 0.30 DA(H) 3662′ (685′)
A	1¼	1¾	2½
B			
C			
D			

1 Missed approach requires minimum climb of 235′/NM to 6900′.

CHANGES: Procedure authorization note.

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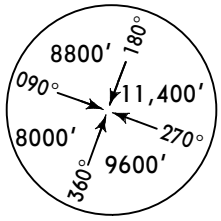
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	SALT LAKE Center	*GLACIER Tower	*Ground
132.62	133.4	CTAF 124.55	121.6

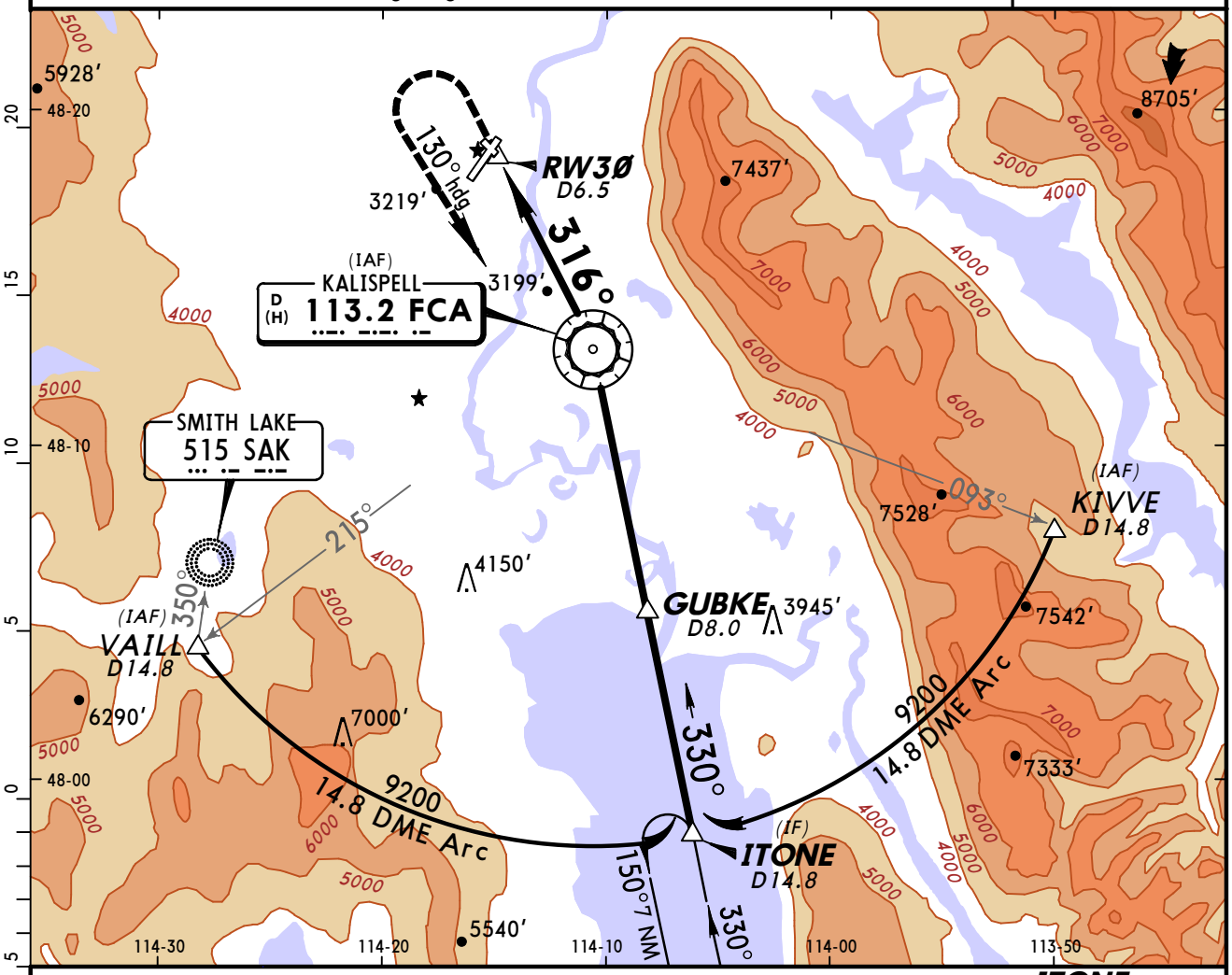
VOR FCA	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 2977′
113.2	316°	5100′(2126′)	3480′(506′)	TDZE 2974′

MISSED APCH: Climb to 4000′ then climbing LEFT turn to 9300′ via 130° heading and FCA VOR R-150 to ITONE/D14.8 and hold, continue climb-in-hold to 9300′.

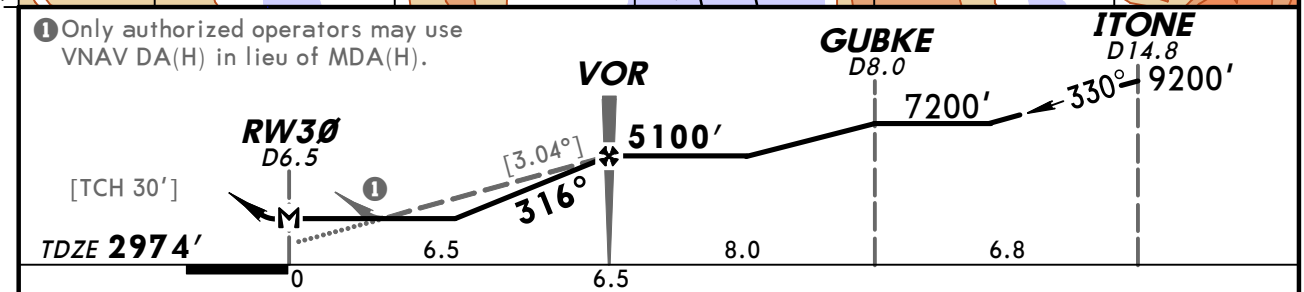
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 124.55.



MSA FCA VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW30						

PAPI-L | 4000′ ↑ | 9300′ LT via 130° hdg and FCA 113.2 R-150 | ITONE

❶ STRAIGHT-IN LANDING RWY 30
MDA(H) **3480′** (506′)

A	1	
B		
C	1½	
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3520′(543′)-1
120	
140	3640′(663′)-1¾
165	3640′(663′)-2

❶ Not authorized at night when VGSI inop.

TERPS AMEND

CHANGES: Procedure.

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General Information

Location: Great Falls MT USA
IATA Code: GTF
Lat/Long: N47° 29.0' W111° 22.2'
Elevation: 3680 ft

Airport Use: Public
Magnetic Variation: 13.0°E
Sectional Chart: Great Falls

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1410 Z
Sunset: 0107 Z,

Runway Information

Runway: 03
Length x Width: 10502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3680 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07
Length x Width: 4294 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3666 ft
Lighting: Edge

Runway: 16
Length x Width: 5722 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3661 ft
Lighting: Edge
Displaced Threshold: 652 ft

Runway: 21
Length x Width: 10502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3669 ft
Lighting: Edge, Centerline, REIL

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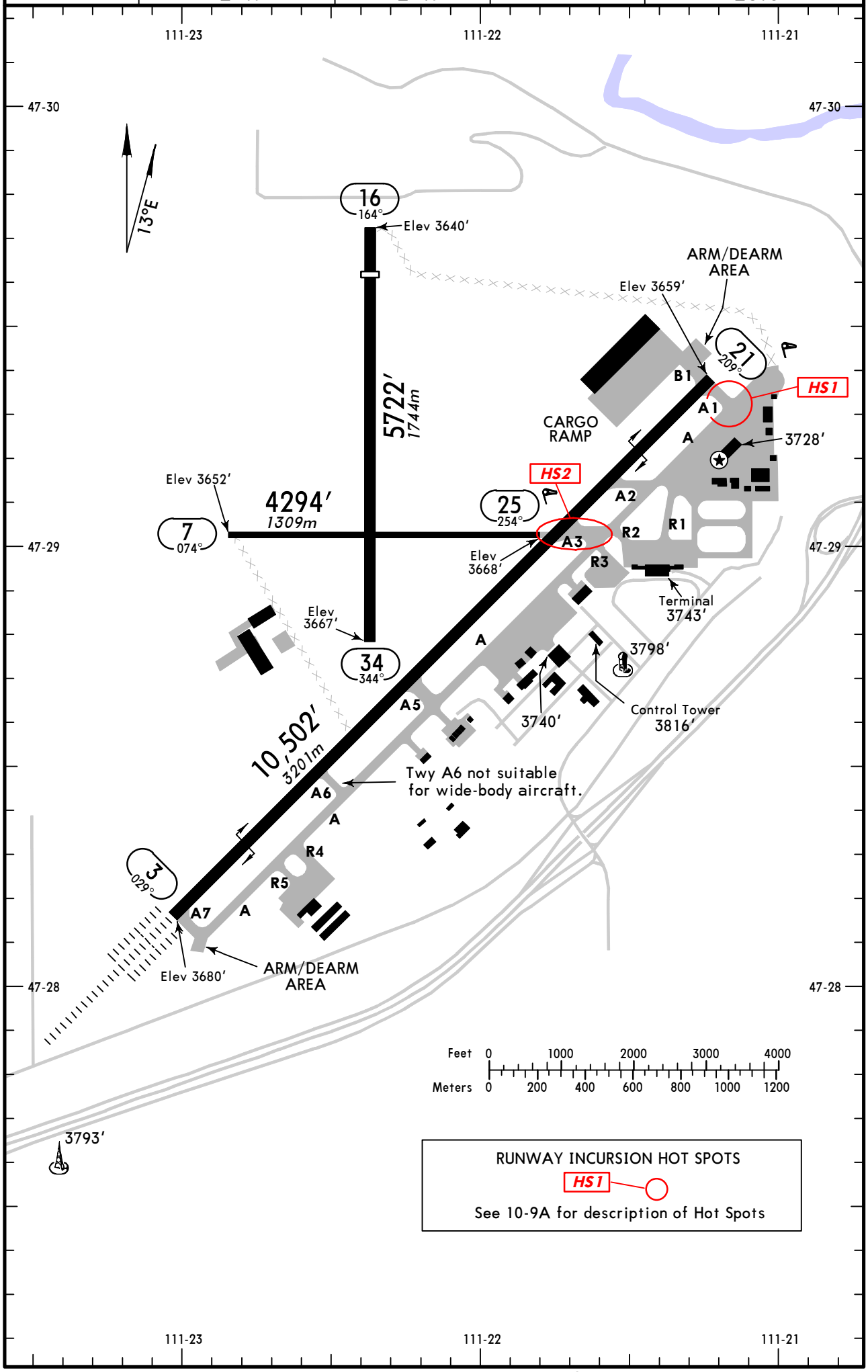
Runway: 25
Length x Width: 4294 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3668 ft
Lighting: Edge

Runway: 34
Length x Width: 5722 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3667 ft
Lighting: Edge

Communication Information

ATIS 126.6
Great Falls Tower 118.7
Great Falls Ground Control 121.7
Great Falls Clearance Delivery 121.7
Great Falls Approach Control 128.6 Initial Contact
Great Falls Approach TRSA 128.6
Great Falls Departure Control 128.6
Great Falls Intl Unicom 122.95
Great Falls Radar 134.1
Great Falls Radar 128.6
Great Falls Radar 119.3
Great Falls Flight Service Station 122.6 RCO

ATIS	GREAT FALLS Clearance	Ground	Tower	GREAT FALLS Departure (R)
126.6	121.7	121.7	118.7	128.6



CHANGES: None.

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GENERAL

Birds on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 ❶ 21	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR HIRL CL REIL PAPI-R (angle 3.0°) RVR		9403' *2866m*		150' *46m*
7 25	MIRL porous friction course overlay MIRL PAPI-L (angle 3.3°)				75' *23m*
16 34	HIRL porous friction course overlay HIRL PAPI-L (angle 3.0°)	5070' *1545m* ❷ 5070' *1545m*		5070' *1545m*	150' *46m*

❶ Grooved.
❷ Last 652'(199m) is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Aircraft departing Rwy 21 often miss left turn at Twy A1. There is no runway access beyond Twy A1.

HS2 Twy A3 aligned with Rwy 25. Aircraft departing Rwy 21 at Twy A3 must verify heading prior to takeoff due to wrong runway departure risk.

TAKE-OFF

Rwys 3, 21

2 operating RVR's are required. All operating RVR's are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 7, 16, 25, 34

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

FOR FILING AS ALTERNATE

	ILS Rwy 3	LOC DME Rwy 3 VOR DME Rwy 3 RNAV (GPS) Y Rwy 3 RNAV (GPS) Y Rwy 21 RNAV (RNP) Z Rwy 3 RNAV (RNP) Z Rwy 21 VOR Rwy 21	NDB Rwy 34	GPS Rwy 34
A	600-2	800-2	800-2	NA
B				
C				
D			800-2¼	

AMEND 0

CHANGES: Alternate minimums.

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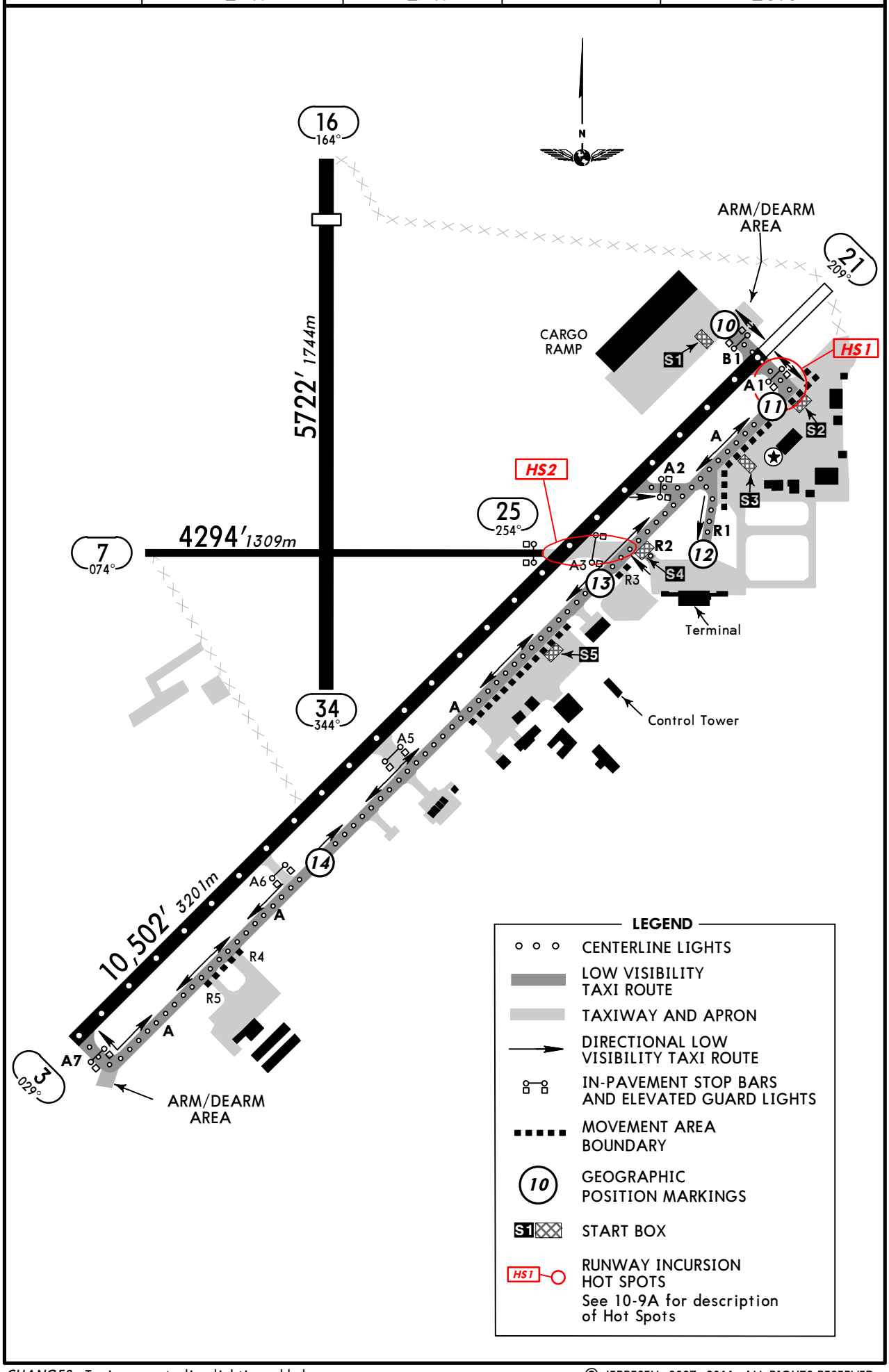
LESS THAN RVR 1200 to 600

Apt Elev **3680′**

GREAT FALLS, MONT
LOW VISIBILITY TAXI ROUTES

ATIS	GREAT FALLS Clearance	Ground	Tower	GREAT FALLS Departure (R)
126.6	121.7	121.7	118.7	128.6



CHANGES: Taxiway centerline lighting added.

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KGTF/GTF
GREAT FALLS INTL

JEPPESEN

19 AUG 11
Eff 25 Aug

(11-1)

GREAT FALLS, MONT
ILS or LOC DME Rwy 3

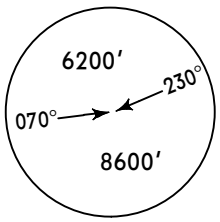
ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 3680′
ISMR 111.3	032°	DCEEE 6000′ (2320′)	3880′ (200′)	Rwy 3 3680′

MISSED APCH: Climb to 5000′ then climbing RIGHT turn to 8300′ direct GTF VOR then outbound on GTF VOR R-209 to FRYMN/D16.9 ISMR and hold.

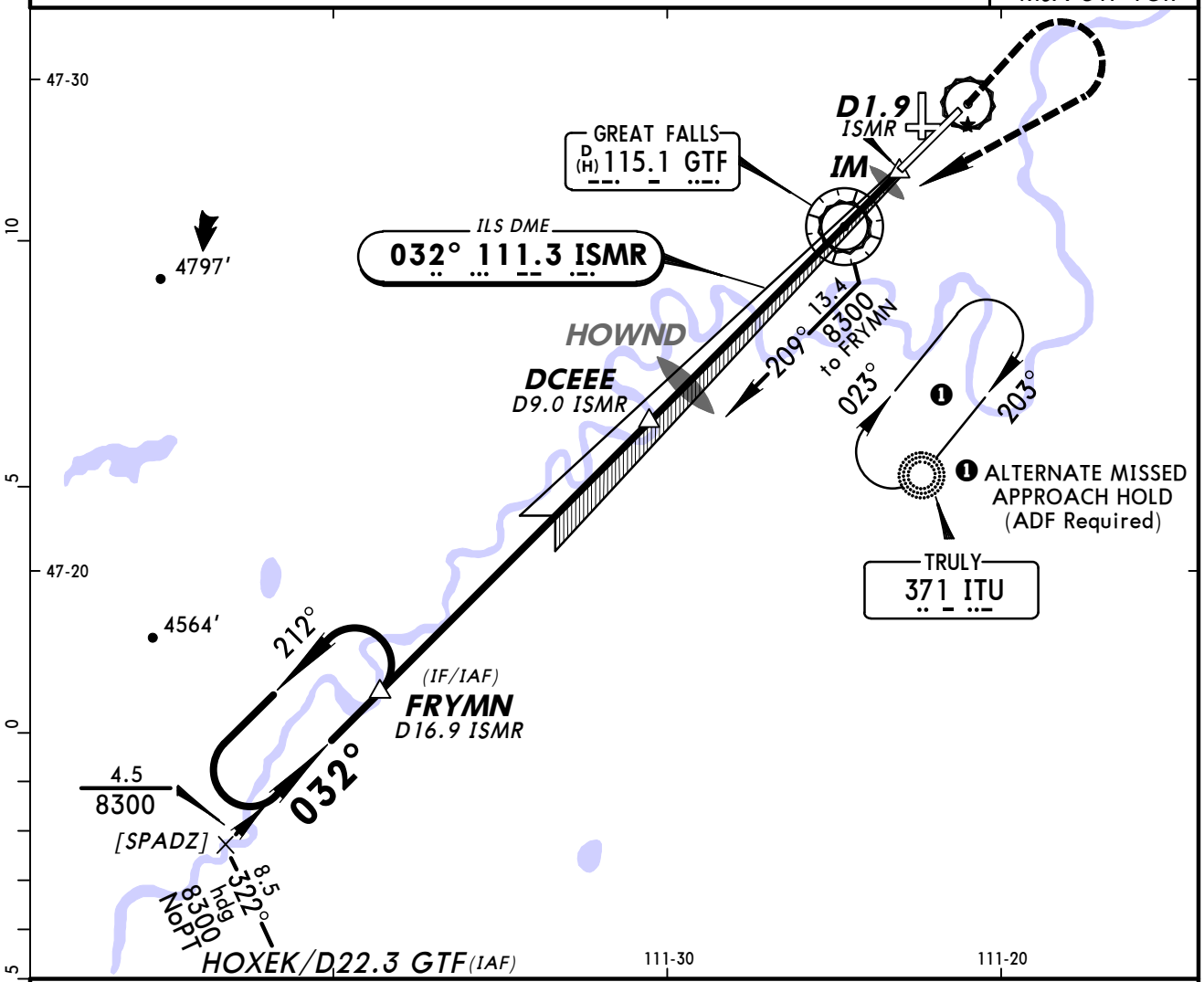
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

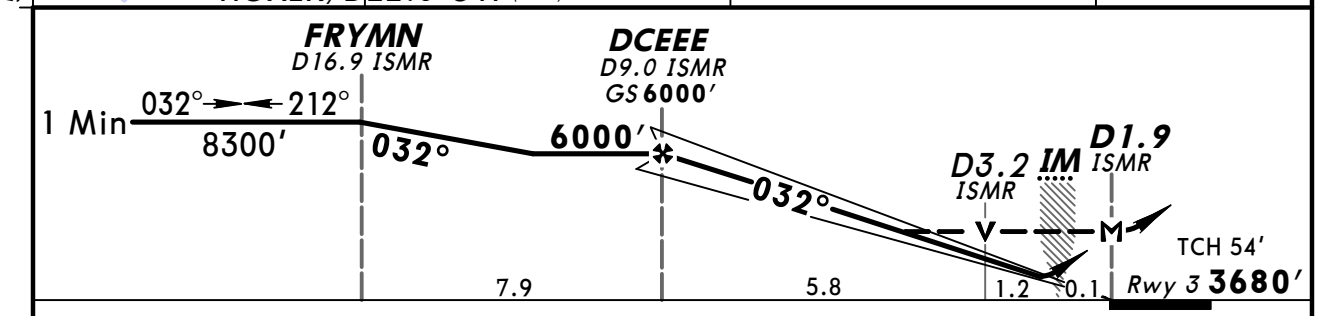
1. DME required. 2. Use ISMR DME when on the LOC course. 3. VGSI and ILS glidepath not coincident.



MSA GTF VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 ISMR						

PAPI ALSF-II 5000′ 8300′ RT D GTF 115.1

STRAIGHT-IN LANDING RWY3

	ILS DA(H) 3880′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 4140′ (460′)	ALS out
A	RVR 18 or ½	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B					
C				RVR 45 or ⅞	1⅜
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4140′ (460′)-1
120	
140	4140′ (460′)-1½
165	4240′ (560′)-2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5 25 AUG 2011

CHANGES: Procedure bearings, fix names, minimums.

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KGTF/GTF
GREAT FALLS INTL

JEPPESEN

19 AUG 11
Eff 25 Aug

(11-1A)

GREAT FALLS, MONT
ILS Rwy 3 CAT II & III

ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ISMR 111.3	032°	DCEEE 6000′ (2320′)	NA	Refer to Minimums		RA 96′ DA(H) 3780′ (100′)	3680′ Rwy 3 3680′

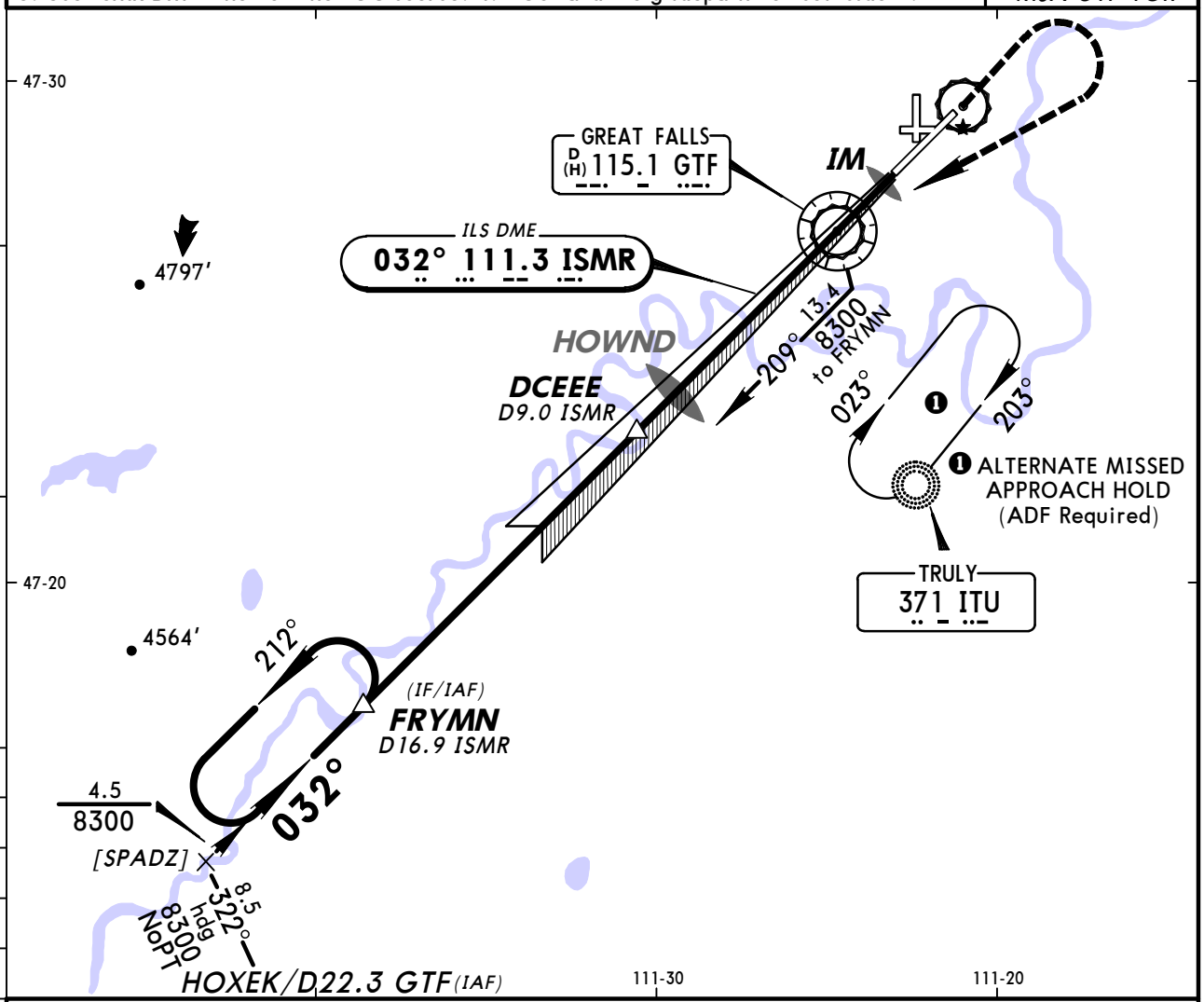
MISSED APCH: Climb to 5000′ then climbing RIGHT turn to 8300′ direct GTF VOR then outbound on GTF VOR R-209 to FRYMN/D16.9 ISMR and hold.

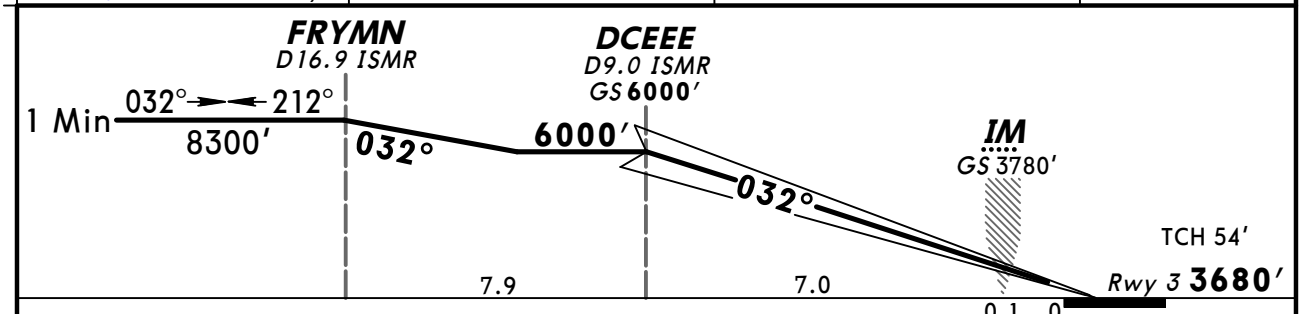
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME required.
3. Use ISMR DME when on the LOC course. 4. VGSI and ILS glidepath not coincident.

6200′ 230° 070° 8600′
MSA GTF VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5000′ | 8300′ RT | D | GTF 115.1

STRAIGHT-IN LANDING RWY 3

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 96′ DA(H) 3780′ (100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 Authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 5 25 AUG 2011

CHANGES: Procedure bearings, fix names, minimums.

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ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 3680′
ISMR 111.3	032°	DCEEE 6000′(2320′)	RA 140′ DA(H)3830′(150′)	Rwy 3 3680′

MISSED APCH: Climb to 5000′ then climbing RIGHT turn to 8300′ direct GTF VOR then outbound on GTF VOR R-209 to FRYMN/D16.9 ISMR and hold.

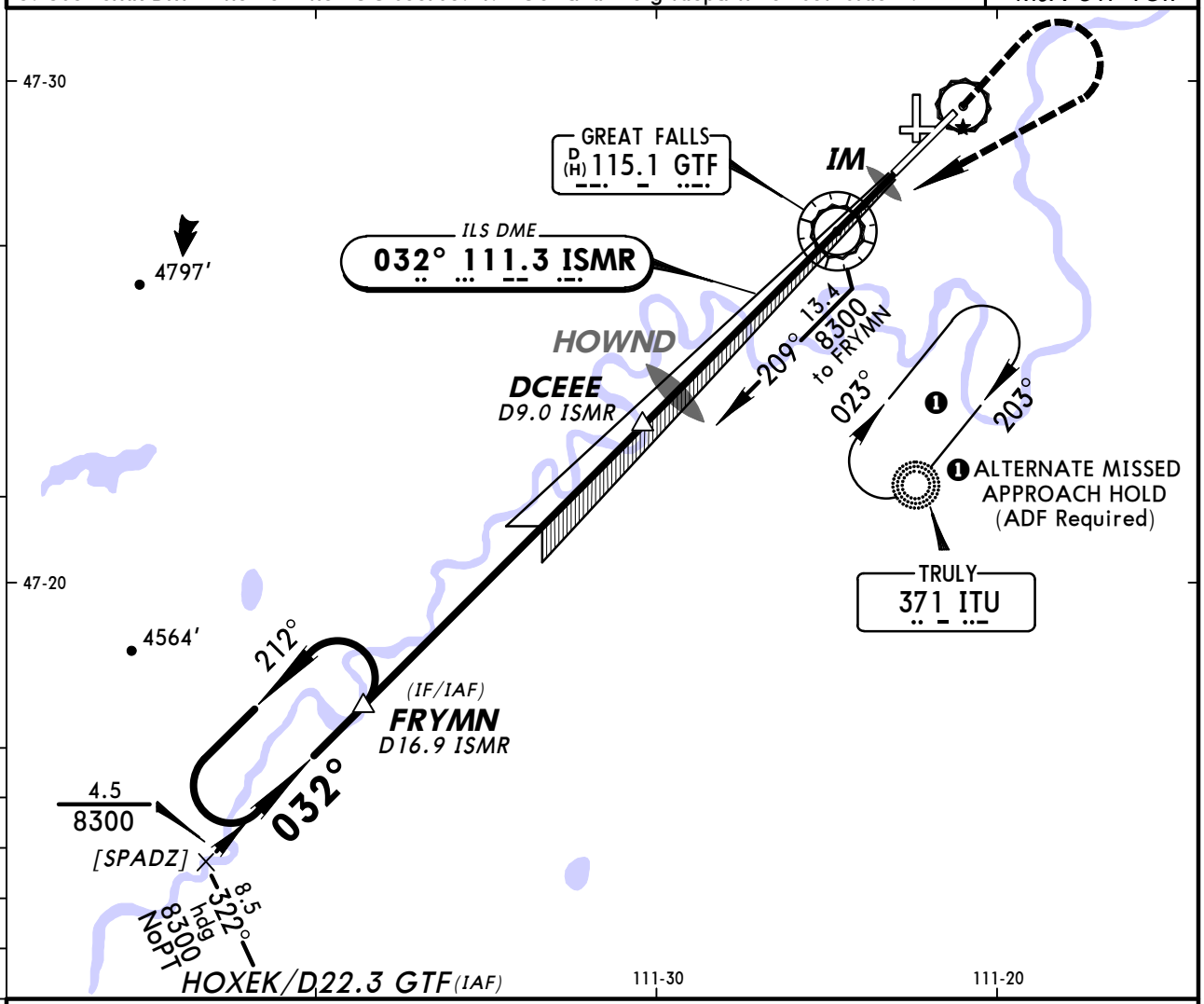
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

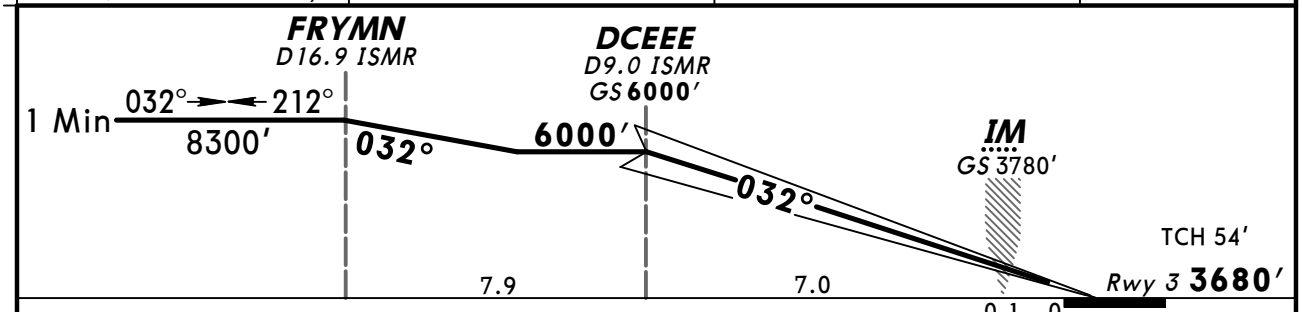
1. Special Aircrew & Acft Certification Required. 2. DME required.

3. Use ISMR DME when on the LOC course. 4. VGSI and ILS glidepath not coincident.

MSA GTF VOR: 6200′ (070°–230°), 8600′

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5000′ | 8300′ RT | D | GTF 115.1

STRAIGHT-IN LANDING RWY 3
❶ SA CAT I ILS
RA 140′
DA(H) 3830′ (150′)

A	RVR 14
B	
C	
D	

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 5 25 AUG 2011

CHANGES: New procedure.

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ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

BRIEFING STRIP ™

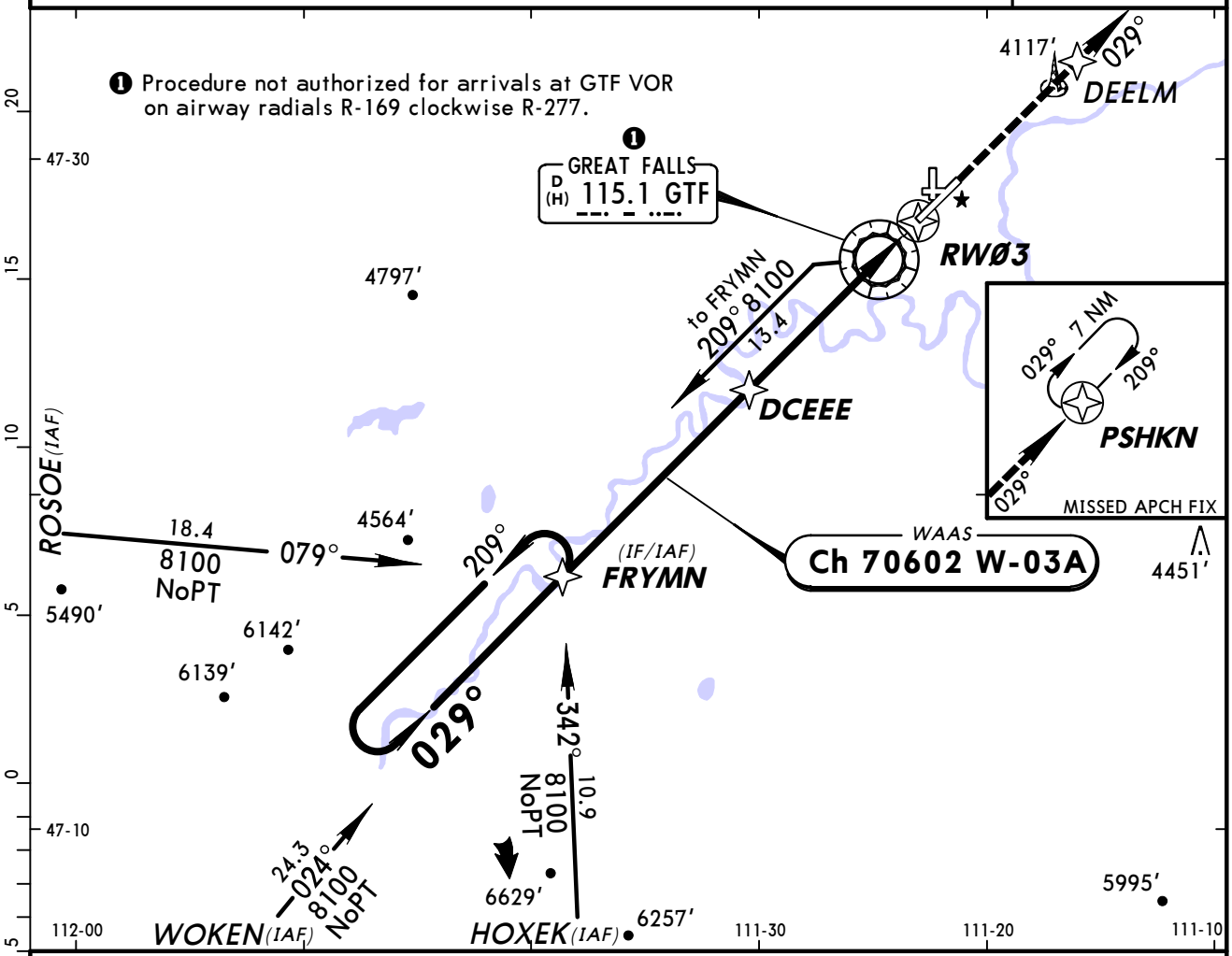
WAAS	Final Apch Crs	Minimum Alt DCEEE	LPV DA(H)	Apt Elev 3680′
Ch 70602 W-03A	029°	6000′ (2320′)	3880′ (200′)	Rwy 3 3680′

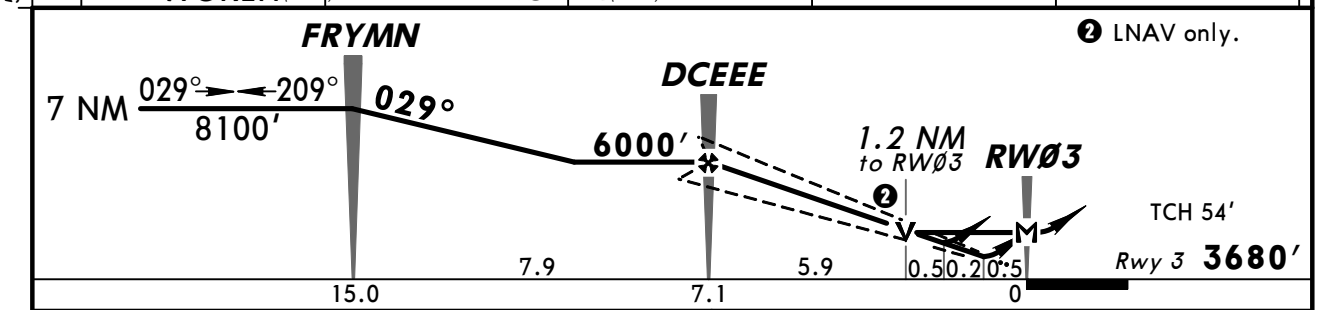
MISSED APCH: Climb to 6200′ direct DEELM and on track 029° to PSHKN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 21°C (69°F). 2. VGSI and RNAV glidepath not coincident. 3. DME/DME RNP-0.30 not authorized.

8500′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

ALSF-II PAPI 6200′ DEELM

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 3880′(200′)		LNAV/VNAV DA(H) 3952′(272′)		LNAV MDA(H) 4140′(460′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 45 or 7/8	1 3/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4140′(460′)-1
120	
140	4140′(460′)-1 1/2
165	4240′(560′)-2

TERPS AMEND 3 25 AUG 2011

CHANGES: Procedure.

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KGTF/GTF
GREAT FALLS INTL

JEPPESEN

19 AUG 11 (12-2) Eff 25 Aug

GREAT FALLS, MONT
RNAV (GPS) Y Rwy 21

BRIEFING STRIP ™

ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

WAAS	Final Apch Crs	Minimum Alt DEELM	LPV DA(H)	Apt Elev 3680′
Ch 90221 W-21A	209°	5300′ (1641′)	3859′ (200′)	Rwy 21 3659′

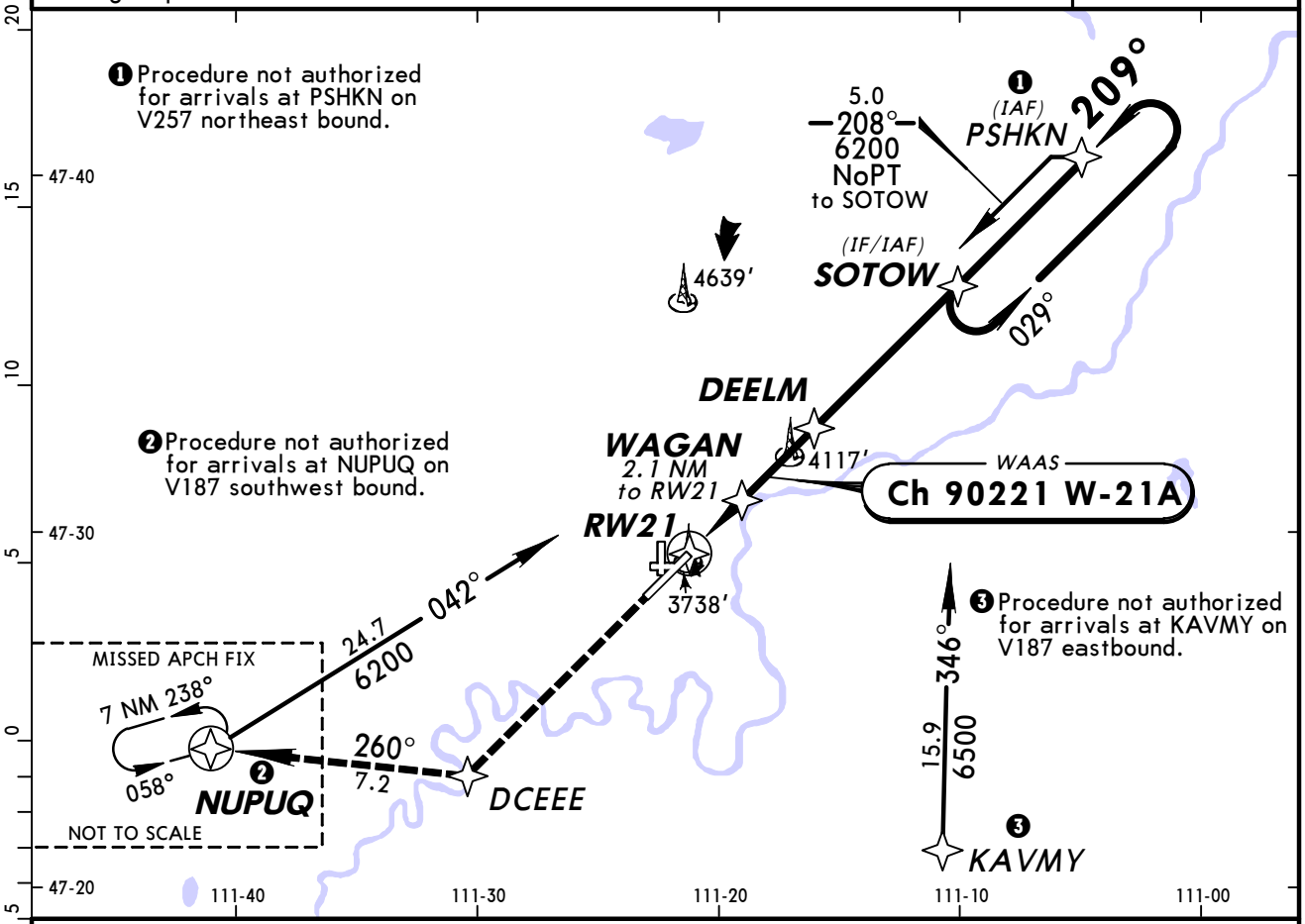
MISSED APCH: Climb to 8000′ direct DCEEE and on track 260° to NUPUQ and hold, continue climb-in-hold to 8000′.

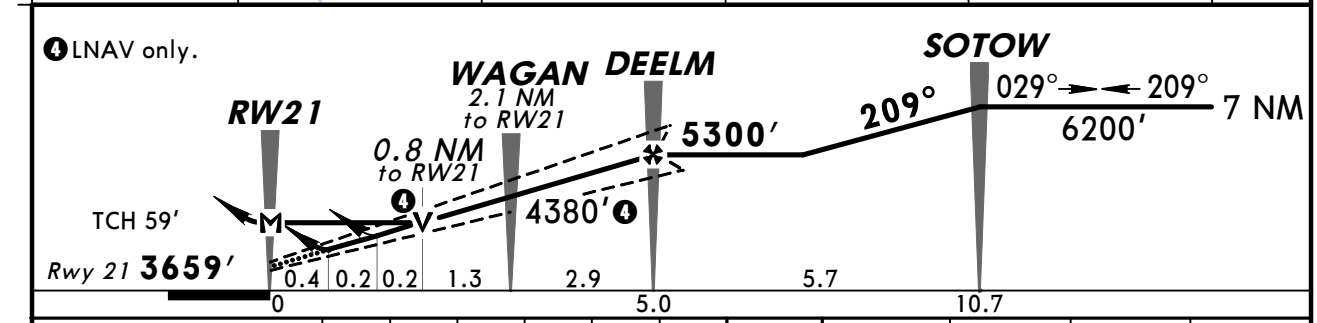
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 20°C (68°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

8500′

MSA RW21





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

REIL
PAPI-R

8000′

DCEEE

STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 3859′ (200′)	LNAV/VNAV DA(H) 3917′ (258′)	LNAV MDA(H) 4000′ (341′)
A	3/4	3/4	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4120′ (440′)-1
120	4140′ (460′)-1
140	4140′ (460′)-1½
165	4240′ (560′)-2

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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BRIEFING STRIP ™

ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

RNAV	Final Apch Crs	Minimum Alt TESTR	RNP 0.10 DA(H)	Apt Elev 3680′
	029°	4700′ (1020′)	3973′ (293′)	Rwy 3 3680′

MISSED APCH: Climb to 6200′ on track 029° to DEELM and on track 029° to PSHKN and hold.

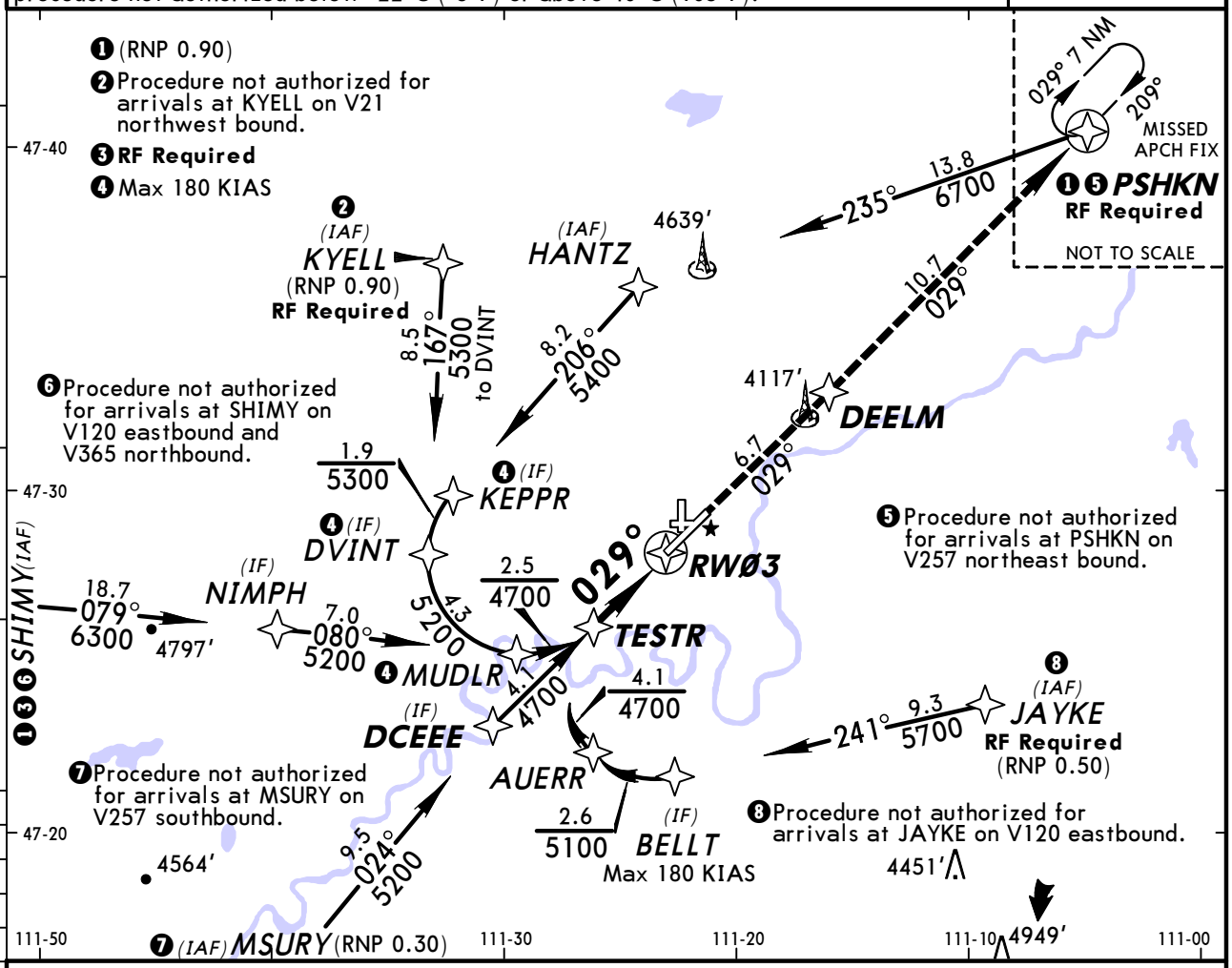
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

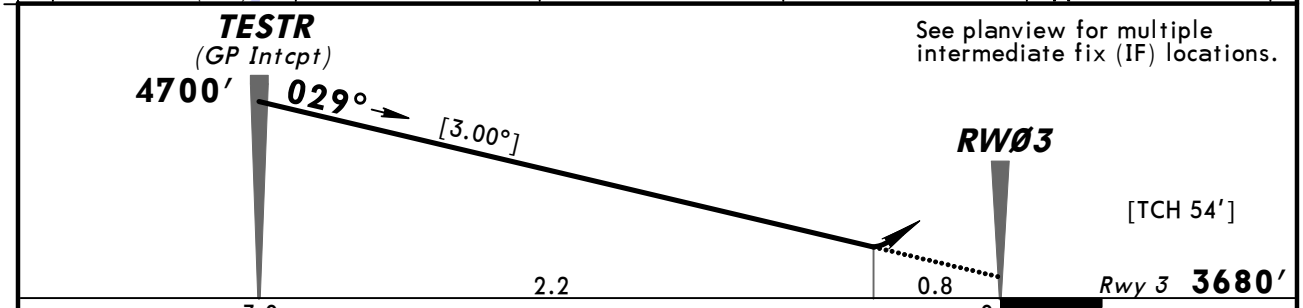
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. VGSI and RNAV glidepath not coincident. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -22°C (-8°F) or above 40°C (105°F).

8600′

MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 6200′ on 029° DEELM

STRAIGHT-IN LANDING RWY 3

	RNP 0.10 DA(H) 3973′ (293′)		RNP 0.30 DA(H) 4079′ (399′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 45 or ⅞	RVR 45 or ⅞	RVR 60 or 1⅛
B				
C				
D				

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KGTF/GTF
GREAT FALLS INTL

JEPPESEN
19 AUG 11
Eff 25 Aug
(12-21)

GREAT FALLS, MONT
RNAV (RNP) Z Rwy 21

ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

BRIEFING STRIP™

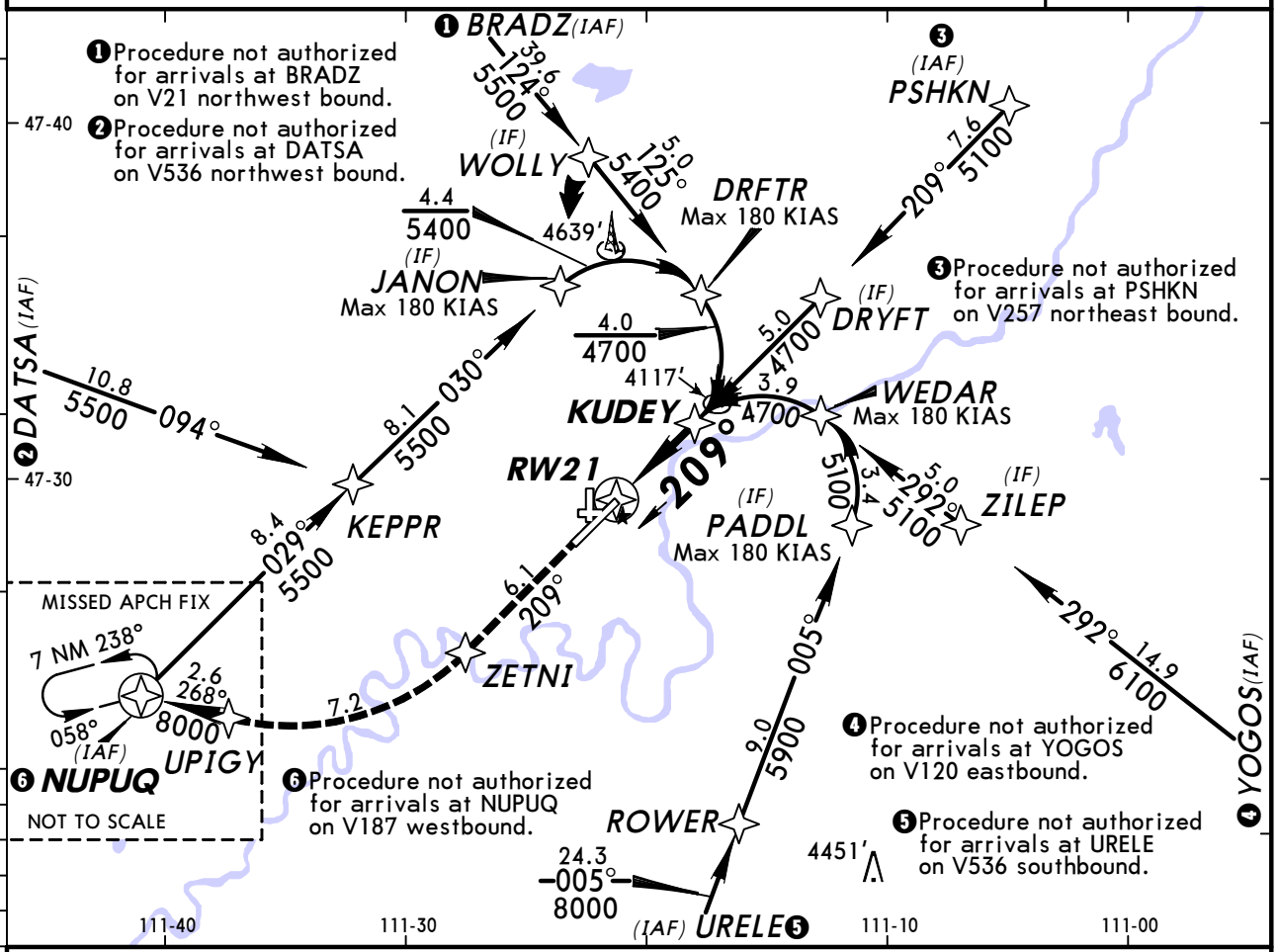
RNAV	Final Apch Crs	Minimum Alt KUDEY	RNP 0.10 DA(H)	Apt Elev 3680′
	209°	4700′ (1041′)	3932′ (273′)	Rwy 21 3659′

MISSED APCH: Climb to 8000′ on track 209° to ZETNI RIGHT turn to UPIGY and on track 268° to NUPUQ and hold, continue climb-in-hold to 8000′.

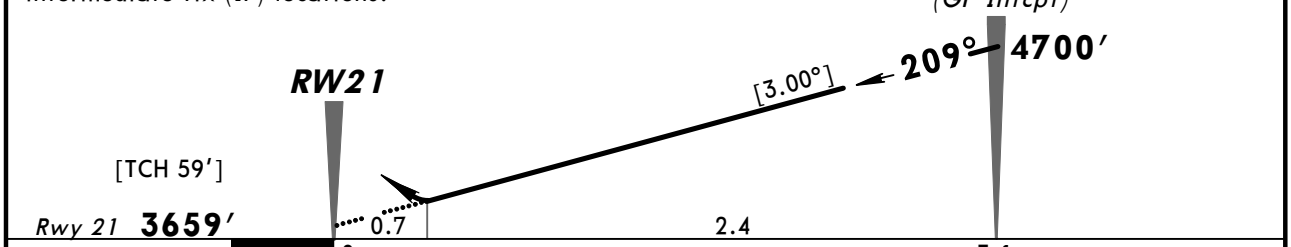
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF Required.
3. VGSI and RNAV glidepath not coincident. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -22°C (-7°F) or above 40°C (104°F).

8600′
MSA RW21



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-R

8000′ on 209° ZETNI

STRAIGHT-IN LANDING RWY 21

	RNP 0.10 DA(H) 3932′ (273′)	RNP 0.30 DA(H) 3982′ (323′)
A	7/8	1
B		
C		
D		

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

BRIEFING STRIP™

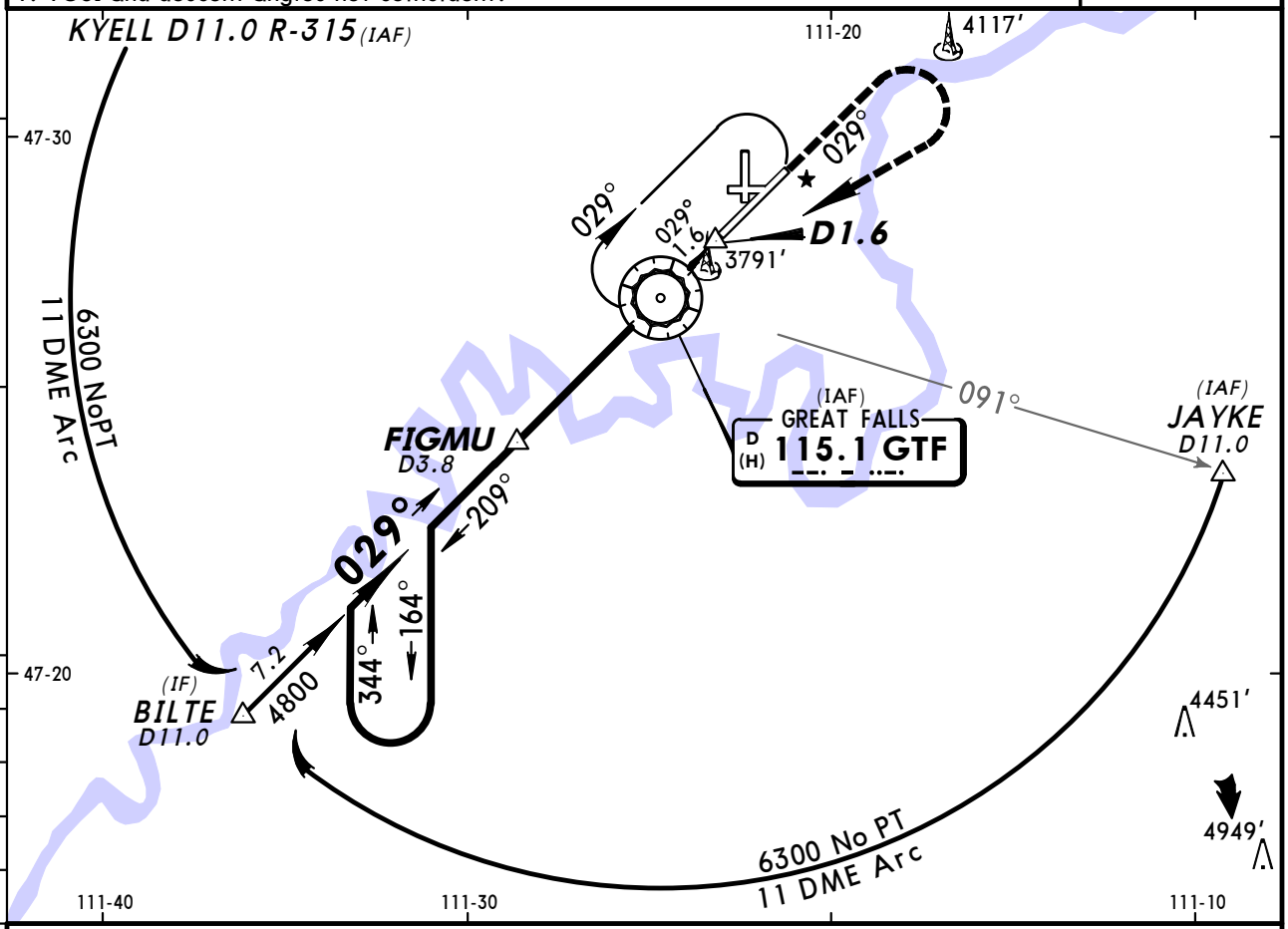
VOR GTF	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 3680′
115.1	029°	4400′ (720′)	4060′ (380′)	TDZE 3680′

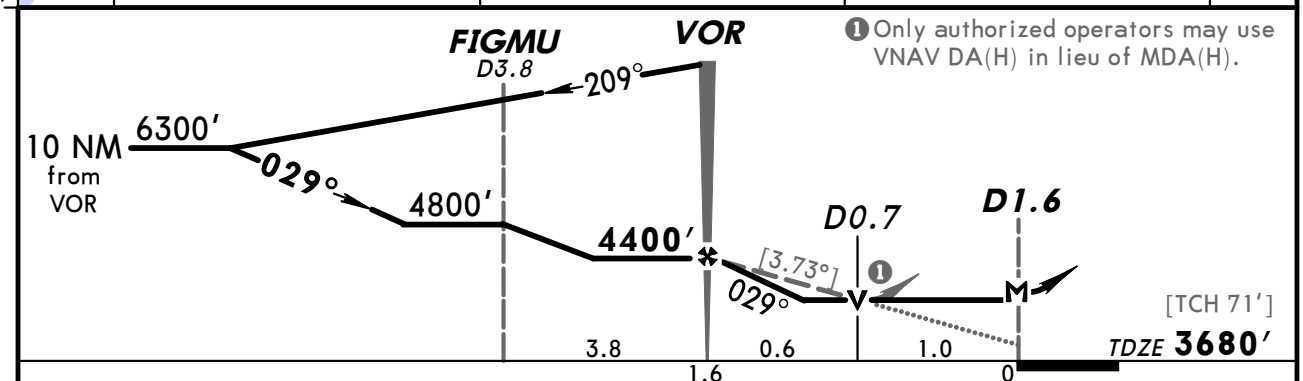
MISSED APCH: Climb to 5000′ outbound via GTF VOR R-029. Then climbing RIGHT turn to 6300′ direct GTF VOR and hold, continue climb-in-hold to 6300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.

8600′
MSA GTF VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.73°]	462	594	660	792	924	1056
MAP at D1.6						

ALSF-II
PAPI

5000′ ↑ GTF via 115.1 R-029

STRAIGHT-IN LANDING RWY3

MDA(H) 4060′ (380′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C		
D	RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4120′ (440′)-1
120	4140′ (460′)-1
140	4140′ (460′)-1½
165	4240′ (560′)-2

AMEND 17
TERPS

CHANGES: Procedure.

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BRIEFING STRIP TM

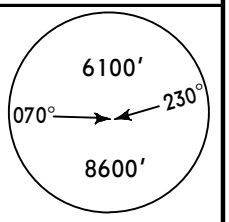
ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3680′
GTF 115.1	209°	TRIGG 4800′ (1131′)	4000′ (331′)	TDZE 3669′

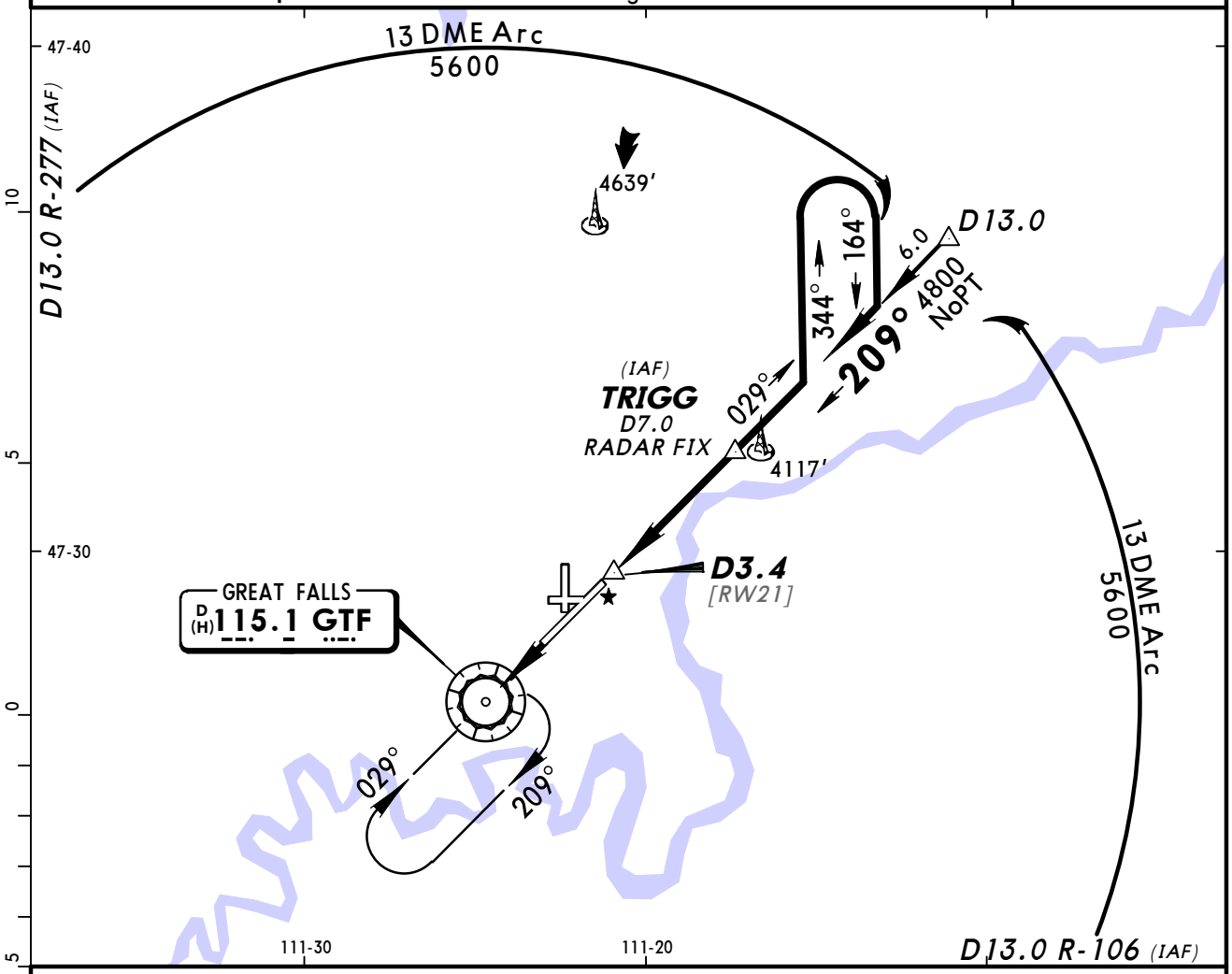
MISSED APCH: Climb direct to GTF VOR. Continue climb to 5500′ in GTF VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

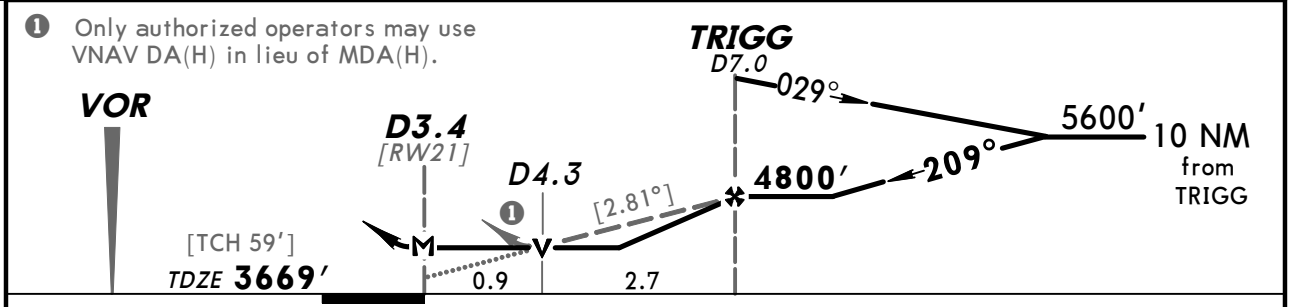
1. **RADAR or DME required.** 2. VGSI and descent angles not coincident.



MSA GTF VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.81°]	348	447	497	596	696	795
MAP at D3.4 or TRIGG to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

REIL
PAPI-R

5500′

GTF 115.1

STRAIGHT-IN LANDING RWY21

MDA(H) 4000′ (331′)

A	RVR 50 or 1
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	4120′ (440′)-1
120	4140′ (460′)-1
140	4140′ (460′)-1½
165	4240′ (560′)-2

TERPS AMEND 9B

CHANGES: None.

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BRIEFING STRIP TM

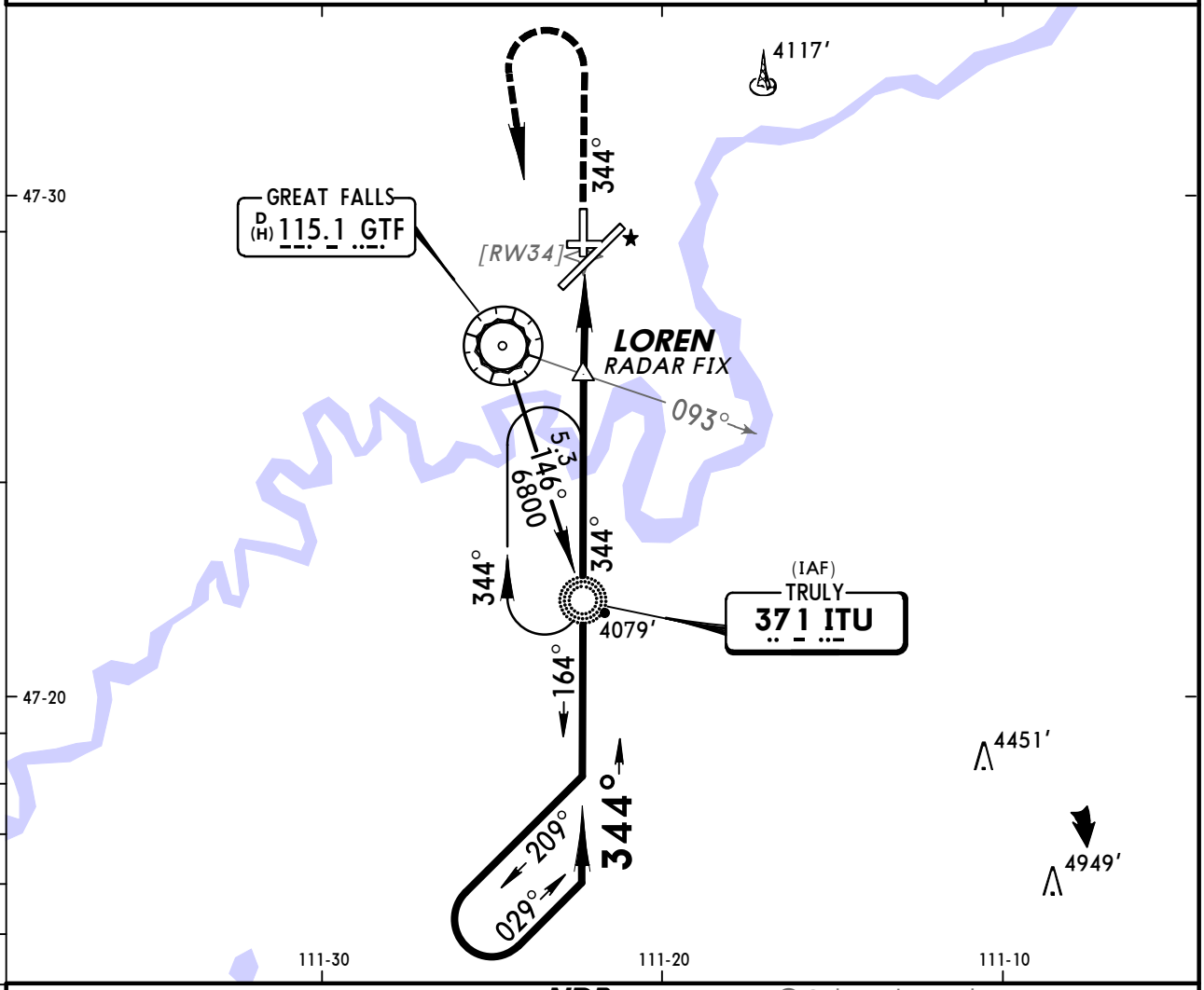
ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

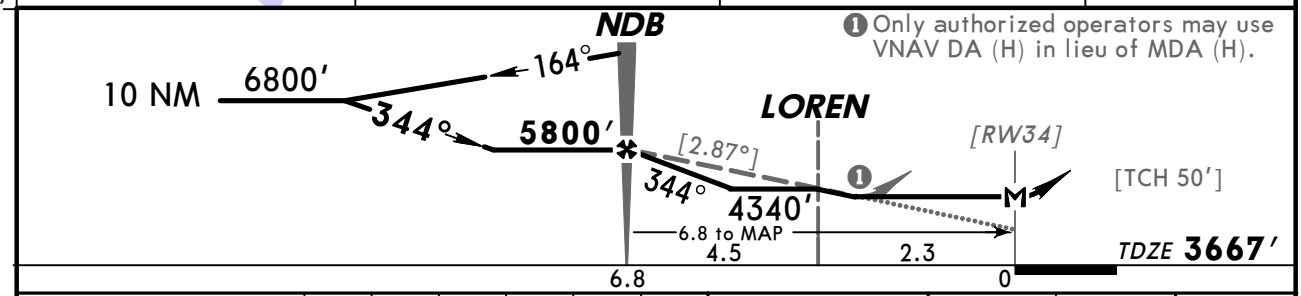
NDB ITU 371	Final Apch Crs 344°	Minimum Alt NDB 5800′ (2133′)	MDA(H) (CONDITIONAL) 4120′ (453′)	Apt Elev 3680′ TDZE 3667′

MISSED APCH: Climb to 5500′ via 344° bearing from ITU NDB then LEFT turn to 6700′ direct ITU NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA ITU NDB: 7000′ (070°–235°), 9400′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.87°]	355	457	508	609	711	812
NDB to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

PAPI-L

5500′ ↑ via ITU 371 344°

STRAIGHT-IN LANDING RWY34			CIRCLE-TO-LAND		
	MDA(H) 4120′ (453′) With Loren	MDA(H) 4340′ (673′) Without Loren	Max Kts	With Loren MDA(H)	Without Loren MDA(H)
A	1	1	90	4120′ (440′)-1	4340′ (660′)-1
B			120	4140′ (460′)-1	
C	1¼	2	140	4140′ (460′)-1½	4340′ (660′)-2
D	1½	2¼	165	4240′ (560′)-2	4340′ (660′)-2¼

AMEND 16B TERPS

CHANGES: MAP, VNAV angle added.

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BRIEFING STRIP™

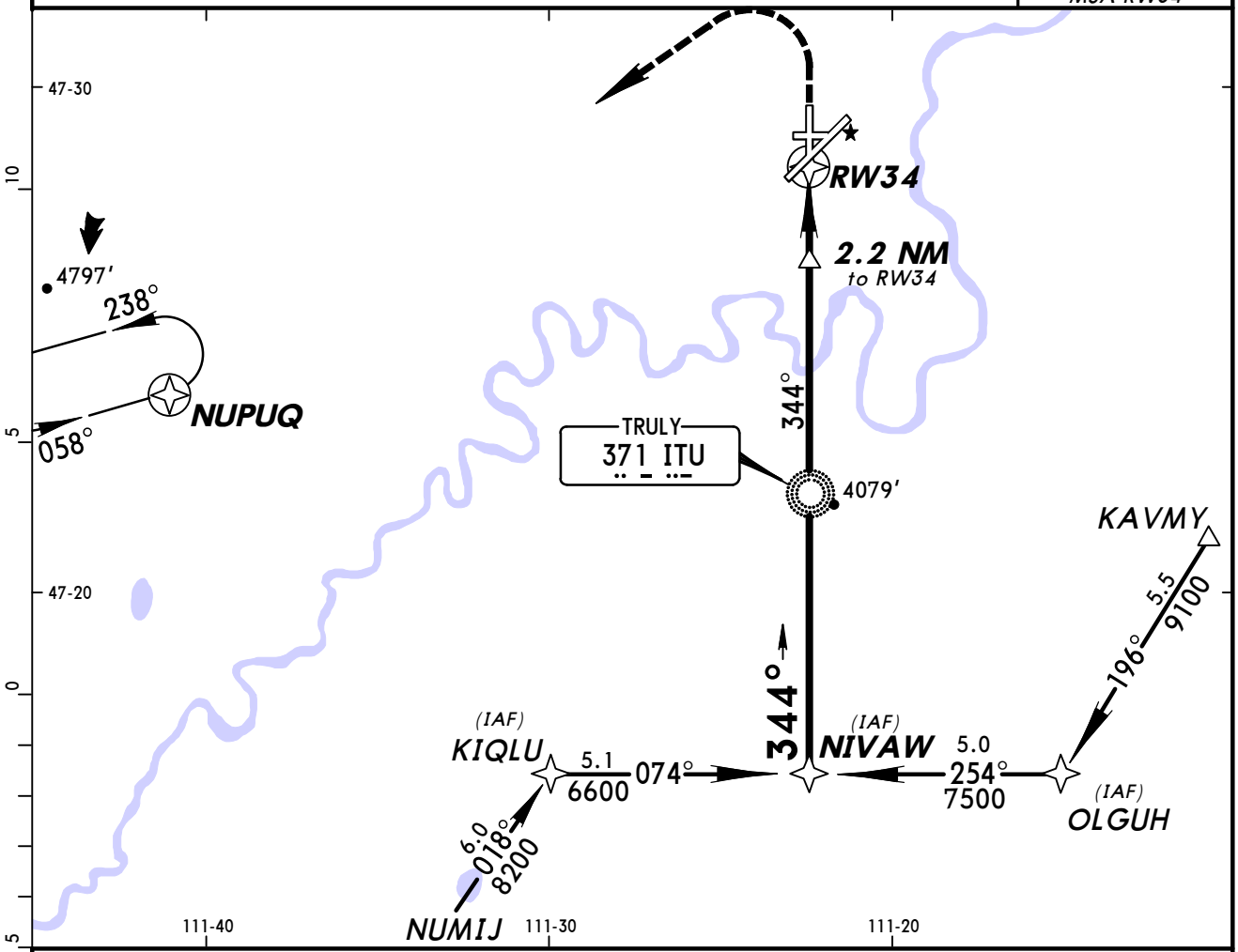
ATIS	GREAT FALLS Approach (R)	GREAT FALLS Tower	Ground
126.6	128.6	118.7	121.7

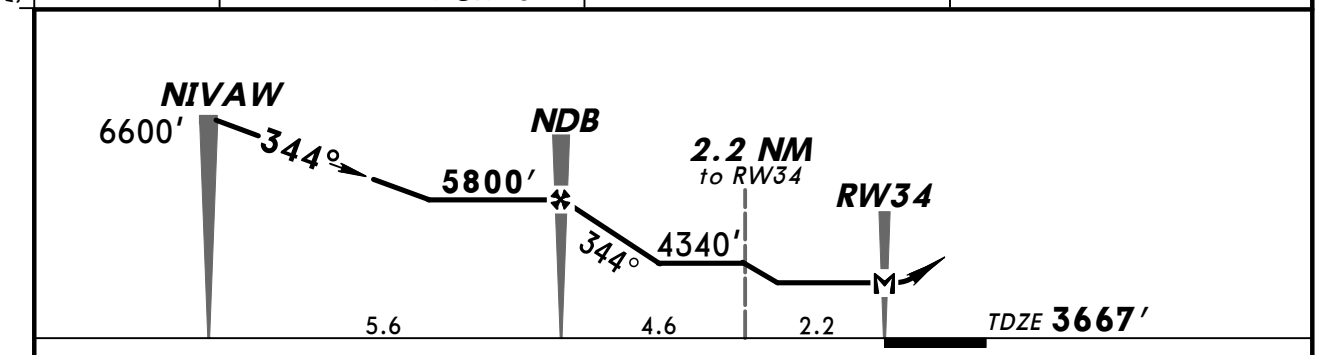
GPS	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 3680′
	344°	5800′ (2133′)	4100′ (433′)	TDZE 3667′

MISSED APCH: Climb to 4300′, then climbing LEFT turn to 8000′ direct NUPUQ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

8500′
MSA RW34





						PAPI-L	4300′ ↑	8000′ ← LT	D	NUPUQ
MAP at RW34										

STRAIGHT-IN LANDING RWY34 MDA(H) 4100′ (433′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	4120′ (440′)-1
B		120	4140′ (460′)-1
C	1¼	140	4140′ (460′)-1½
D	1½	165	4240′ (560′)-2

TERPS AMEND 0

CHANGES: Printing sequence (GPS Rwy 21 canceled).

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General Information

Location: Helena MT USA
IATA Code: HLN
Lat/Long: N46° 36.4' W111° 59.0'
Elevation: 3877 ft

Airport Use: Public
Magnetic Variation: 13.1°E
Sectional Chart: Great Falls

Fuel Types: 80-87 Octane, 100 Octane (LL), 100-130 Octane, Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1411 Z
Sunset: 0110 Z,

Runway Information

Runway: 05
Length x Width: 4644 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3877 ft
Lighting: Edge, Pilot controlled

Runway: 09
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3864 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 16
Length x Width: 2989 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3812 ft
Lighting: Edge, Part time, Pilot controlled

Runway: 23
Length x Width: 4644 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3850 ft
Lighting: Edge, Pilot controlled

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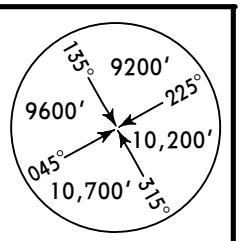
Runway: 27
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3852 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 34
Length x Width: 2989 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3862 ft
Lighting: Edge, Part time, Pilot controlled

Communication Information

ATIS 120.4
ASOS 120.4
Helena Tower 118.3 CTAF PCL
Helena Ground Control 121.9
Helena Approach Control 119.5
Helena Departure Control 119.5
Helena Regl Unicom 122.95
Army Guard Operations 126.2 Military
Salt Lake City Center 133.4 Remote Communications Air-Ground

*HELENA Departure	SALT LAKE CITY Center	Apt Elev	Trans level: FL180
119.5	133.4 when Dep inop.	3877′	Trans alt: 18000′



OBSTACLE

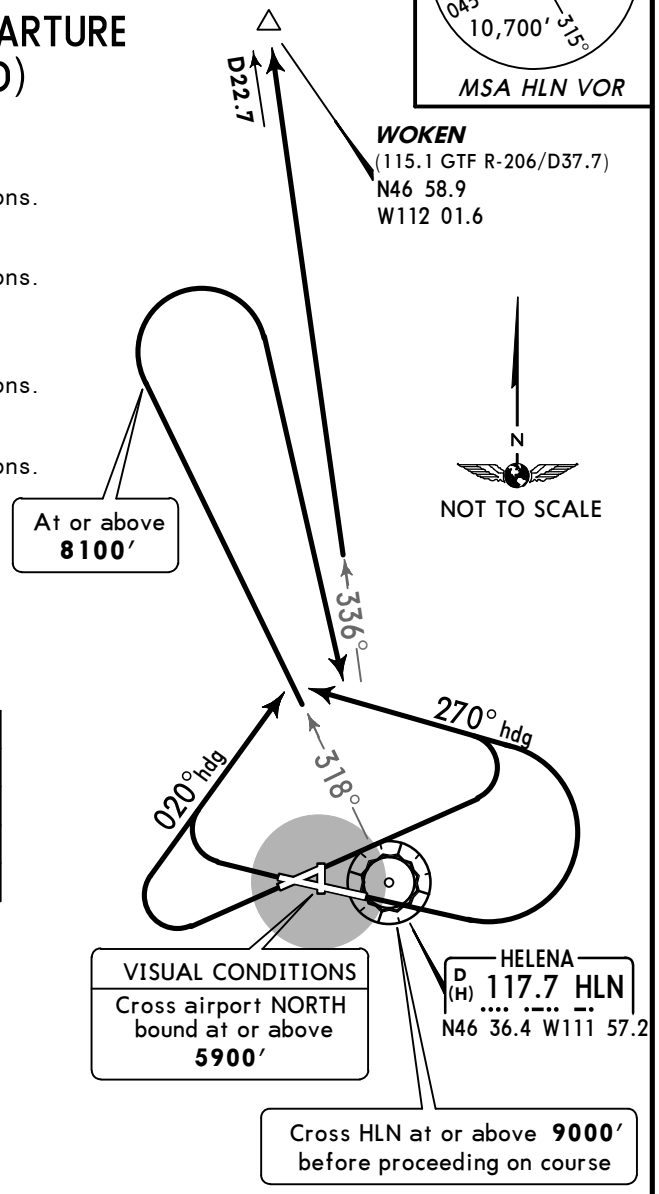
DIVIDE ONE DEPARTURE (DIVD1.DIVD)

This DP requires take-off minimums:
Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **8100′** or 2200-3 for climb in visual conditions.
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **8100′** or 2200-3 for climb in visual conditions.
Rwys 16, 34: Not authorized - Environmental.
Rwy 23: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to **8100′** or 2200-3 for climb in visual conditions.
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to **8100′** or 2200-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
390′ per NM	488	650	975	1300	1625	1950
450′ per NM	563	750	1125	1500	1875	2250



OBSTACLES

Rwy 5: Trees beginning 991′ from DER, 630′ RIGHT of centerline, up to 100′ AGL/3939′ MSL. Rising terrain beginning 5′ from DER, 495′ RIGHT of centerline, up to 3826′ MSL. Fence beginning 423′ from DER, 332′ RIGHT of centerline, up to 12′ AGL/3832′ MSL.
Rwy 9: Trees beginning 1391′ from DER, 50′ LEFT of centerline, up to 100′ AGL/3979′ MSL. Trees beginning 2928′ from DER, 878′ RIGHT of centerline, up to 100′ AGL/3979′ MSL.
Rwy 23: Tower 4448′ from DER, 357′ LEFT of centerline, 131′ AGL/4054′ MSL. Poles beginning 1329′ from DER, 3′ LEFT of centerline, up to 55′ AGL/3996′ MSL. Trees beginning 1011′ from DER, 37′ LEFT of centerline, up to 100′ AGL/4059′ MSL. Rod on building 953′ from DER, 321′ LEFT of centerline, 44′ AGL/3943′ MSL. Road (I) 2374′ from DER, 771′ LEFT of centerline, up to 17′ AGL/3972′ MSL. Obstruction light on hangar 457′ from DER, 219′ LEFT of centerline, 43′ AGL/3905′ MSL. Trees beginning 1519′ from DER, 142′ RIGHT of centerline, up to 52′ AGL/4011′ MSL. Poles beginning 1379′ from DER, 57′ RIGHT of centerline, up to 46′ AGL/3965′ MSL. Antenna on building 316′ from DER, 352′ RIGHT of centerline, 34′ AGL/3913′ MSL. Building 584′ from DER, 470′ RIGHT of centerline, 49′ AGL/3948′ MSL.
Rwy 27: Trees beginning 1079′ from DER, 616′ LEFT of centerline, up to 100′ AGL/3999′ MSL. Building 1593′ from DER, 731′ LEFT of centerline, 18′ AGL/3917′ MSL. Rising terrain beginning 101′ from DER, 347′ LEFT of centerline, up to 3871′ MSL. Trees beginning 333′ from DER, 507′ RIGHT of centerline, up to 100′ AGL/3959′ MSL.

RWY	INITIAL CLIMB
5, 9	Climbing LEFT turn heading 270°. Continue climb NORTHWEST bound on HLN R-318 to **8100′,** then climbing RIGHT turn direct to HLN. Cross HLN at or above **9000′** before proceeding on course. OR, for climb in visual conditions, cross Helena Regl airport NORTH bound at or above **5900′,** and continue climbing on HLN R-336 to WOKEN before proceeding on course.
23, 27	Climbing RIGHT turn heading 020°. Continue climb NORTHWEST bound on HLN R-318 to **8100′,** then climbing RIGHT turn direct to HLN. Cross HLN at or above **9000′** before proceeding on course. OR, for climb in visual conditions, cross Helena Regl airport NORTH bound at or above **5900′,** and continue climbing on HLN R-336 to WOKEN before proceeding on course.

CHANGES: New procedure at this airport.

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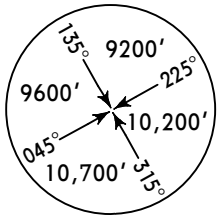
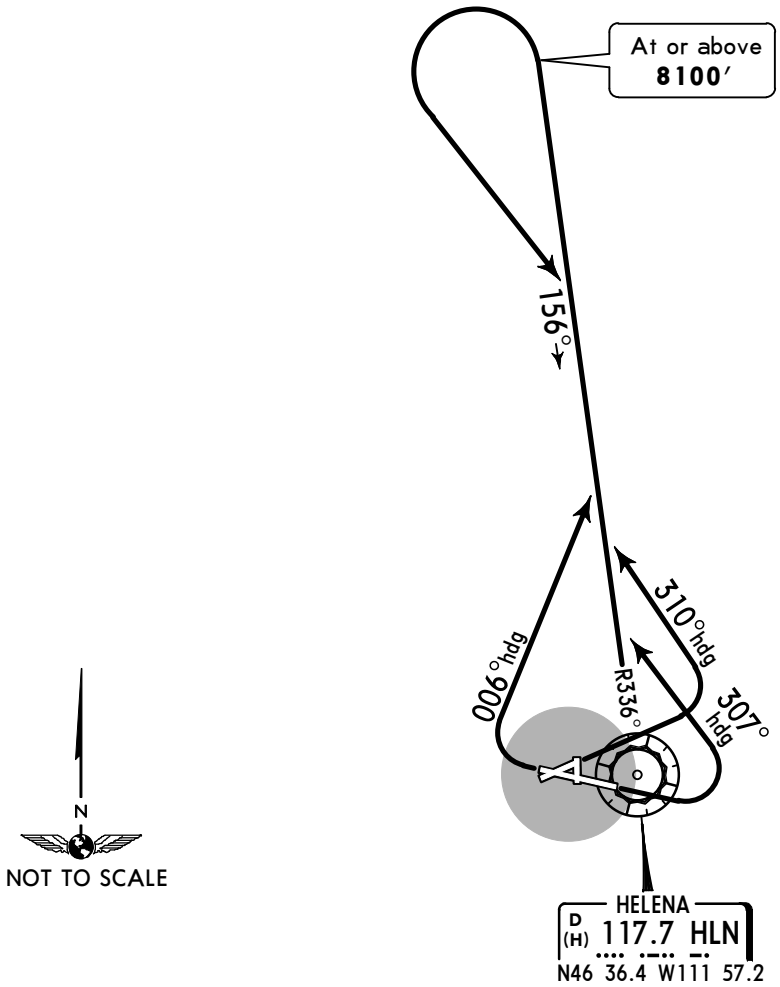
*HELENA Departure	SALT LAKE CITY Center	Apt Elev	Trans level: FL180
119.5	133.4 when Dep inop.	3877′	Trans alt: 18000′



MSA HLN VOR

HELENA THREE DEPARTURE (HLN3.HLN)



This SID requires take-off minimums (for standard minimums, refer to DIVIDE Departure):
Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **8100′.**
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **8100′.**
Rwys 16, 23: Not authorized - Obstacles.
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to **8100′.**
Rwy 34: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
390′ per NM	488	650	975	1300	1625	1950

OBSTACLES
Rwy 5: Ground beginning 5′ from DER, 495′ RIGHT of centerline, up to 3826′ MSL. Fence beginning 423′ from DER, 331′ RIGHT of centerline, up to 10′ AGL/3832′ MSL.
Rwy 27: Building 1593′ from DER, 731′ LEFT of centerline, 58′ AGL/6385′ MSL. Ground beginning 101′ from DER, 346′ LEFT of centerline, up to 3871′ MSL. Tree 1567′ from DER, 616′ LEFT of centerline, 47′ AGL/3906′ MSL.

RWY	INITIAL CLIMB
5	Climbing LEFT turn heading 310°.
9	Climbing LEFT turn heading 307°.
27	Climbing RIGHT turn heading 006°.

ROUTING

Intercept HLN R-336 to **8100′,** then climbing LEFT turn to **9000′** via HLN R-336 to HLN.

CHANGES: Procedure reindexed.

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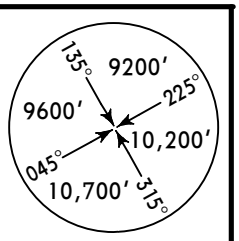
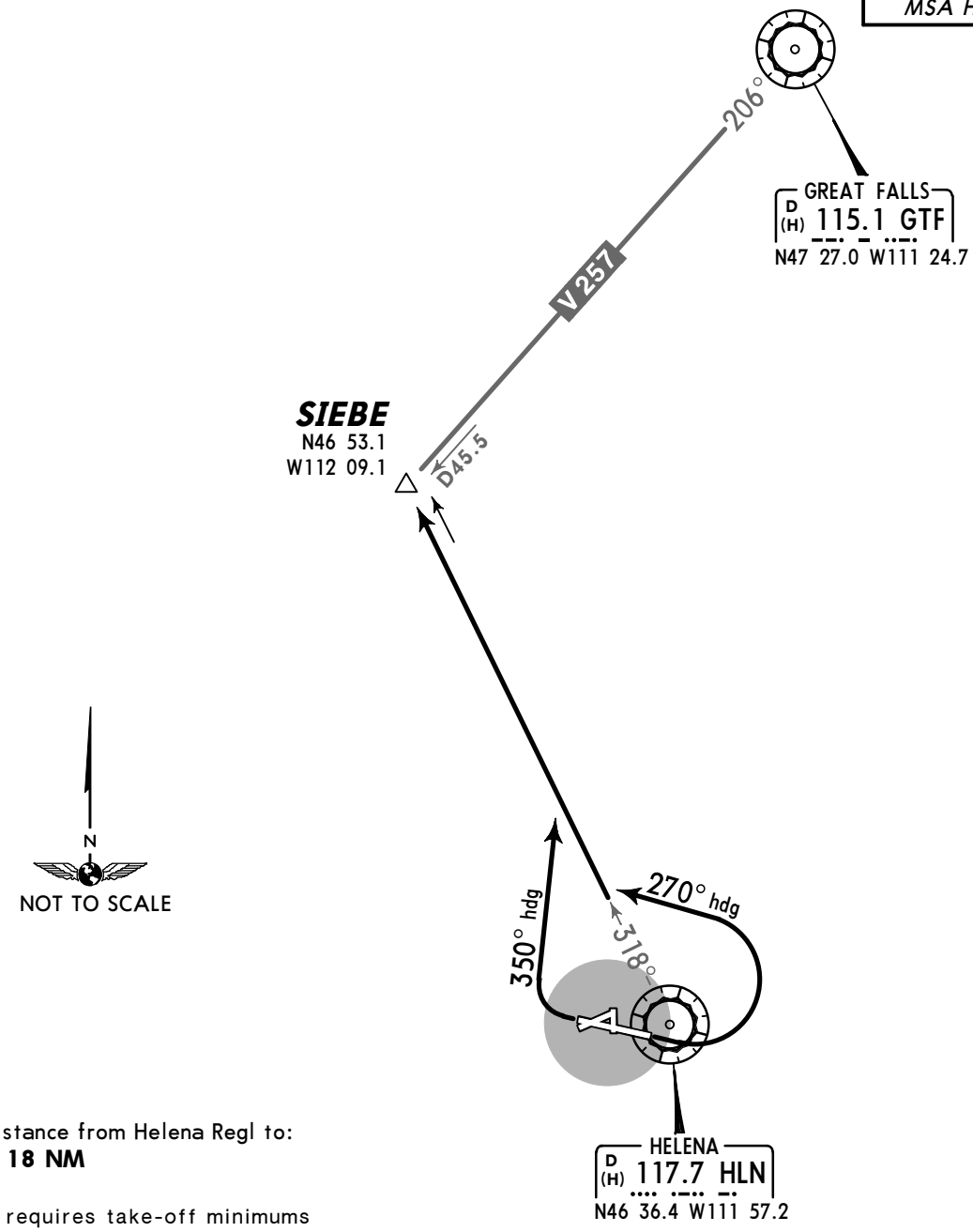
*HELENA Departure	SALT LAKE CITY Center	Apt Elev	Trans level: FL180
119.5	133.4 when Dep inop.	3877′	Trans alt: 18000′



MSA HLN VOR

SIEBE THREE DEPARTURE
(SIEBE3.SIEBE)



Direct distance from Helena Regl to:
SIEBE **18 NM**

This SID requires take-off minimums (for standard minimums, refer to DIVIDE Departure):
Rwys 5, 16, 23, 34: Not authorized - ATC.
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 270′ per NM to **9000′.**
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to **7200′.**

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350
390′ per NM	488	650	975	1300	1625	1950

OBSTACLES
Rwy 9: Trees beginning 1391′ from DER, 50′ LEFT of centerline, up to 100′ AGL/3979′ MSL. Trees beginning 2928′ from DER, 878′ RIGHT of centerline, up to 100′ AGL/3979′ MSL.
Rwy 27: Trees beginning 1079′ from DER, 616′ LEFT of centerline, up to 100′ AGL/3999′ MSL. Building 1593′ from DER, 731′ LEFT of centerline, 18′ AGL/3917′ MSL. Rising terrain beginning 101′ from DER, 347′ LEFT of centerline, up to 3871′ MSL. Trees beginning 333′ from DER, 507′ RIGHT of centerline, up to 100′ AGL/3959′ MSL.

RWY	INITIAL CLIMB
9	Climbing LEFT turn heading 270°.
27	Climbing RIGHT turn heading 350°.

ROUTING

Intercept HLN R-318 to SIEBE.

CHANGES: None.

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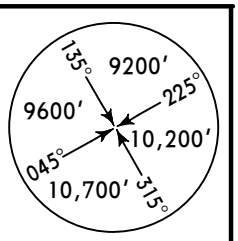
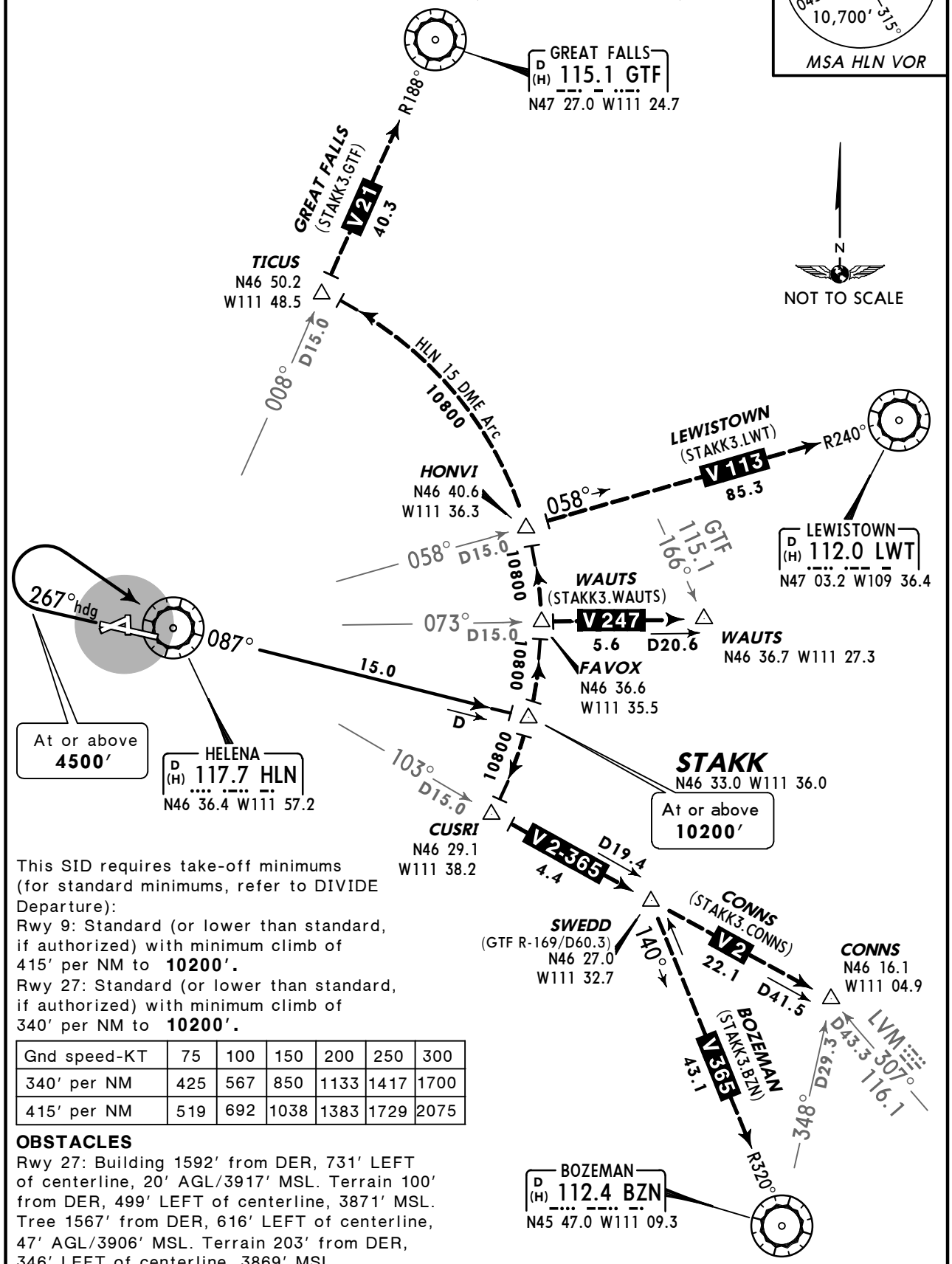
*HELENA Departure	SALT LAKE CITY Center	Apt Elev	Trans level: FL180
119.5	133.4 when Dep inop.	3877′	Trans alt: 18000′



STAKK THREE DEPARTURE (STAKK3.STAKK)



This SID requires take-off minimums (for standard minimums, refer to DIVIDE Departure):
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 415′ per NM to **10200′.**
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 340′ per NM to **10200′.**

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	850	1133	1417	1700
415′ per NM	519	692	1038	1383	1729	2075

OBSTACLES
Rwy 27: Building 1592′ from DER, 731′ LEFT of centerline, 20′ AGL/3917′ MSL. Terrain 100′ from DER, 499′ LEFT of centerline, 3871′ MSL. Tree 1567′ from DER, 616′ LEFT of centerline, 47′ AGL/3906′ MSL. Terrain 203′ from DER, 346′ LEFT of centerline, 3869′ MSL.

RWY	INITIAL CLIMB
9	Climbing LEFT turn to intercept HLN R-087 to cross STAKK at or above **10200′.**
27	Climb heading 267° to **4500′,** then climbing RIGHT turn direct HLN. Continue climb on HLN R-087 to cross STAKK at or above **10200′.**

ROUTING

From STAKK via transition.

CHANGES: Procedure revised, renumbered.

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KHLN/HLN

Apt Elev **3877′**

N46 36.4 W111 59.0

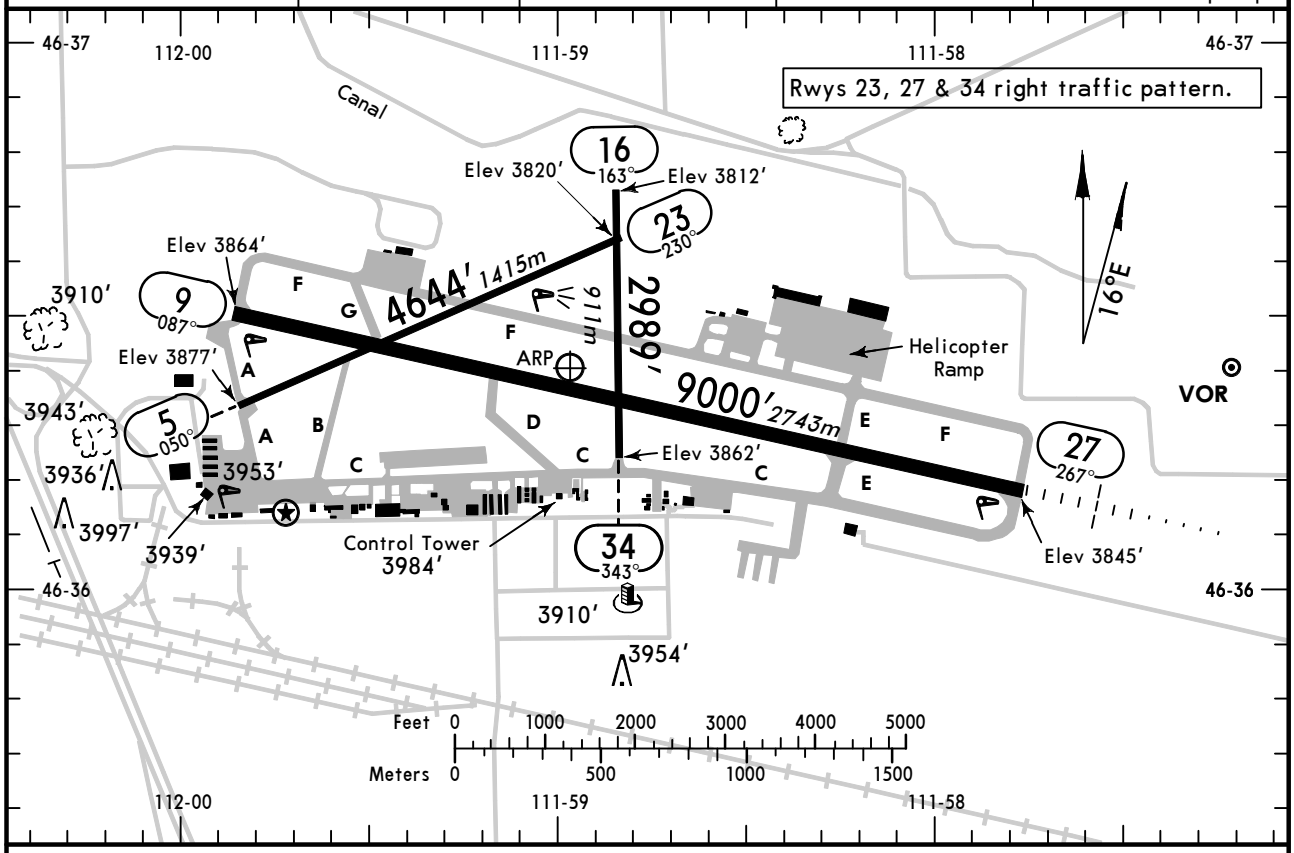
JEPPESEN

24 JUN 11 (11-1) **Eff 30 Jun**

HELENA, MONT

HELENA REGL

ATIS (ASOS when Twr inop)	*HELENA Ground	*Tower	*HELENA Departure	SALT LAKE Center
120.4	121.9	CTAF 118.3	119.5	133.4 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ MIRL		porous friction course overlay				75′ 23m
23	❶ MIRL	❶ PAPI-L (angle 3.0°)					
9	❶ HIRL	❶ REIL VASI-L	porous friction course overlay				150′ 46m
27	❶ HIRL	❶ MALSR VASI-L			7981′ 2433m		
16 34	❶ MIRL		porous friction course overlay				75′ 23m

❶ Activate on 118.3 when Twr inop.

TAKE-OFF

	All Rwys
1 & 2 Eng	USE DIVIDE DEPARTURE
3 & 4 Eng	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Y/Z Rwy 27, LOC Y/Z Rwy 27	LOC DME (Back Crs) -C	NDB-D	Authorized Only When Local Weather Available: RNAV (RNP) Y Rwy 27	RNAV (RNP) Z Rwy 9	RNAV (RNP) Z Rwy 27	RNAV (GPS) Rwy 23, VOR DME -B	RNAV (GPS) Y Rwy 9, RNAV (GPS) X Rwy 27	VOR-A
A	1600-2	1300-2	1200-2	800-2	800-2	1000-4	900-2	1600-2	2900-2
B			NA						
C	1600-3	1300-3					900-2¾	1600-3	2900-3
D		NA			NA		900-3		

AMEND 10

CHANGES: Magnetic variation, rwy bearings, take-off minimums.

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KHLN/HLN
HELENA REGL

JEPPESEN

24 JUN 11 (11-1) Eff 30 Jun

HELENA, MONT
ILS or LOC Y Rwy 27

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

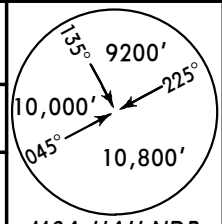
BRIEFING STRIP™

LOC IHLN	Final Apch Crs	GS HAUSER	ILS DA(H)	Apt Elev 3877′
110.1	267°	6742′ (2890′)	4402′ (550′)	TDZE 3852′

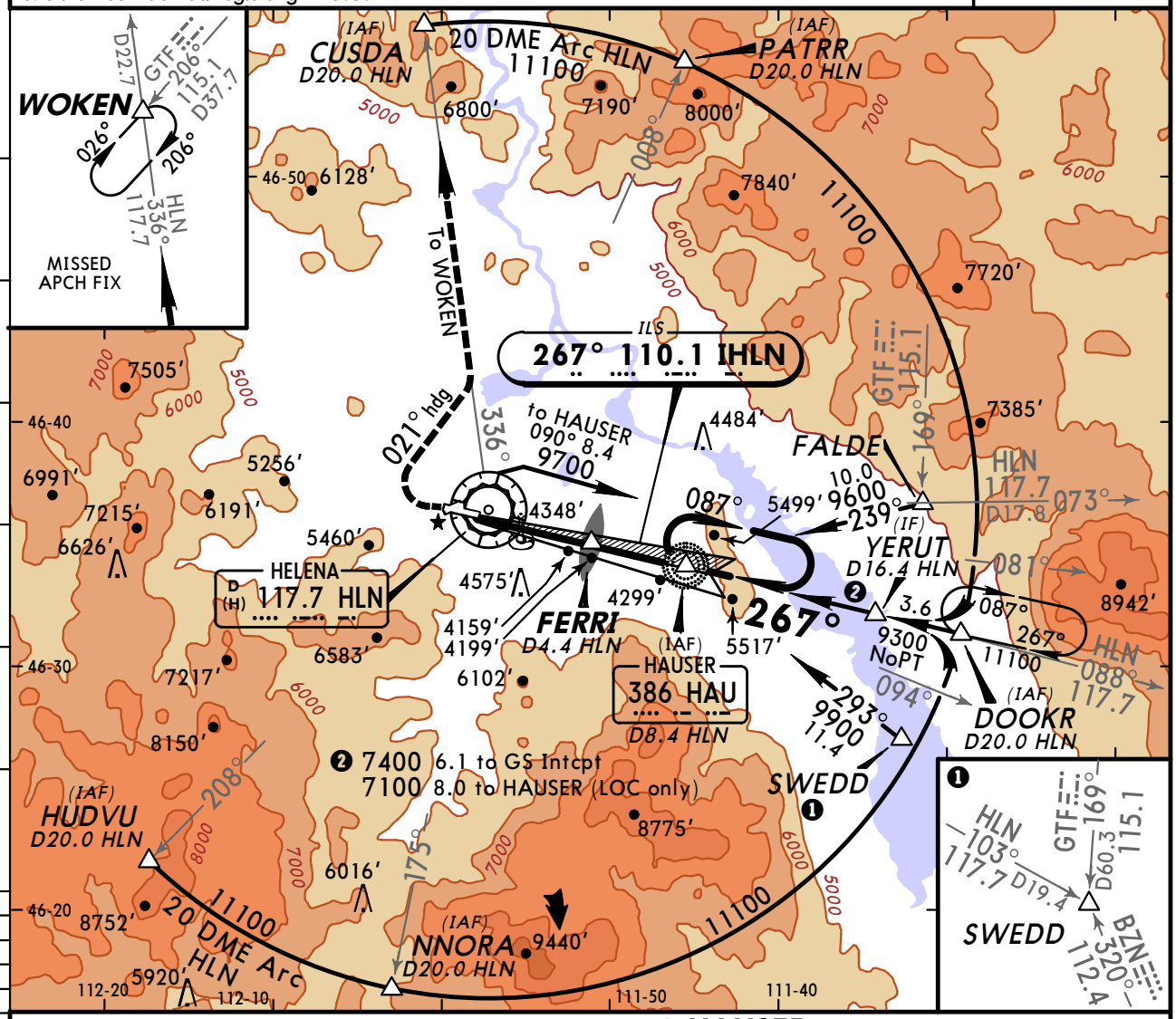
MISSED APCH: Climb to 4700′, then climbing RIGHT turn to 9000′ via heading 021° and outbound on HLN VOR R-336 to WOKEN INT and hold.

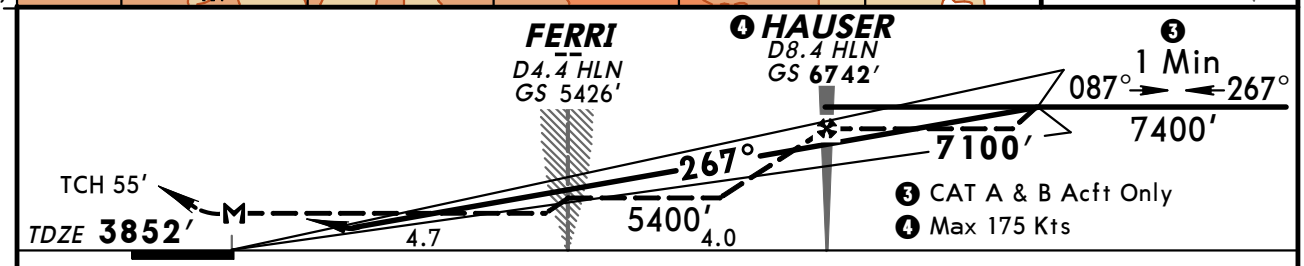
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **ADF or DME required.** 2. DME Arc to final approach required for turbojet aircraft.
3. Holding at HAU NDB authorized for CAT A & B aircraft only.
4. Pilot controlled lighting 118.3.



MSA HAU NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
HAUSER to MAP	8.7	7:27	5:48	5:13	4:21	3:44	3:16

MALSR VASI 4700′ 9000′ via RT 021° hdg

	ILS DA(H) 4402′ (550′)		STRAIGHT-IN LANDING RWY 27 LOC (GS out) MDA(H) 4560′ (708′) With FERRI			MDA(H) 5400′ (1548′) Without FERRI			CIRCLE-TO-LAND ❶ Not Authorized for CAT D South of Rwy 9-27.		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	With FERRI MDA(H)	Without FERRI MDA(H)
A	1½	2	½	¾	1	1¼			90	4640′ (763′) -1	5400′ (1523′) -1¼
B						1½			120		5400′ (1523′) -1½
C			1½	2		2½	3		140	4740′ (863′) -2½	5400′ (1523′) -3
D			1¾	2¼					165	❶ 4740′ (863′) -2¾	❶ 5400′ (1523′) -3

TERPS AMEND 2

CHANGES: None.

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KHLN/HLN
HELENA REGL

JEPPESEN

24 JUN 11 (11-2) Eff 30 Jun

HELENA, MONT
ILS or LOC Z Rwy 27

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

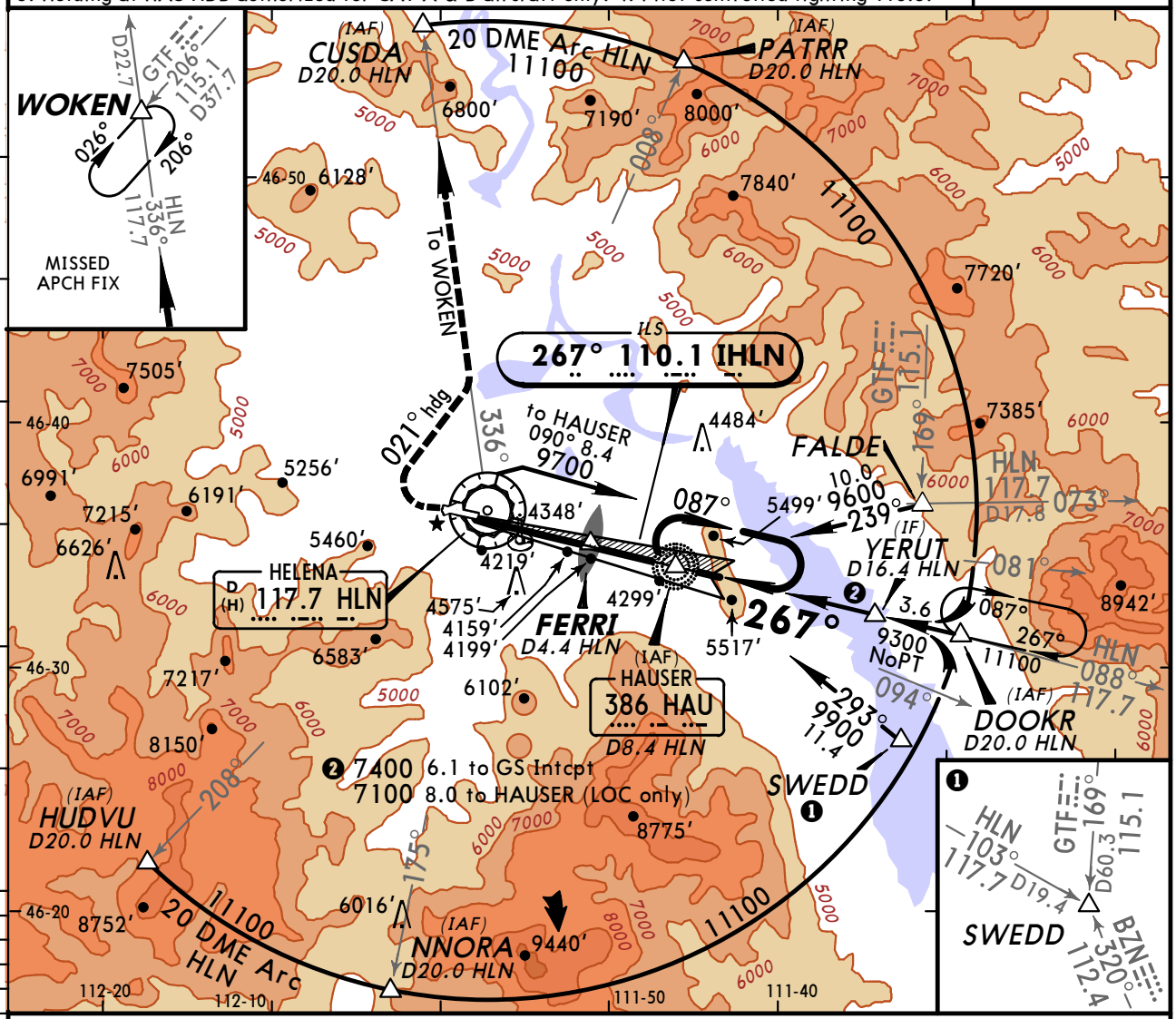
BRIEFING STRIP™

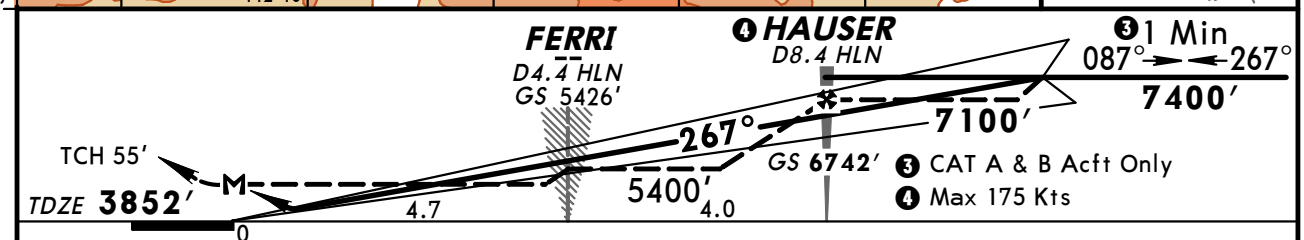
LOC IHLN	Final Apch Crs	GS HAUSER	ILS DA(H)	Apt Elev 3877′
110.1	267°	6742′ (2890′)	4052′ (200′)	TDZE 3852′

MISSED APCH: Climb to 4400′, then climbing RIGHT turn to 9000′ via heading 021° and outbound on HLN VOR R-336 to WOKEN INT and hold.
Missed approach obstructions require a minimum climb gradient of 320′/NM. If unable to meet rate of climb see ILS or LOC Y Rwy 27.

135° 9200′ 225° 10,000′ 045° 10,800′
MSA HAU NDB

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF or DME required. 2. DME Arc to final approach required for turbojet aircraft.
3. Holding at HAU NDB authorized for CAT A & B aircraft only. 4. Pilot controlled lighting 118.3.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
HAUSER to MAP	8.7	7:27	5:48	5:13	4:21	3:44	3:16

MALSR VASI 4400′ 9000′ via RT 021° hdg

TERPS AMEND

	ILS DA(H) 4052′(200′) FULL	RAIL or ALS out	STRAIGHT-IN LANDING RWY27 LOC (GS out) MDA(H) 4420′(568′) With FERRI RAIL out	ALS out	MDA(H) 5400′(1548′) Without FERRI RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1 1/4
B						1 1/2
C			1	1 1/2	2 1/2	3
D			1 1/4	1 3/4		

CIRCLE-TO-LAND
1 Not Authorized for CAT D South of Rwy 9-27.

Max Kts	With FERRI MDA(H)	Without FERRI MDA(H)
90	4640′(763′) -1	5400′(1523′)-1 1/4
120	4640′(763′) -1 1/4	5400′(1523′)-1 1/2
140	4740′(863′) -2 1/2	5400′(1523′)-3
165	1 4740′(863′)-2 3/4	1 5400′(1523′)-3

CHANGES: MM removed.

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KHLN/HLN
HELENA REGL

JEPPESEN

24 JUN 11
Eff 30 Jun

(11-3) CAT A, B & C

HELENA, MONT
LOC DME (BACK CRS)-C

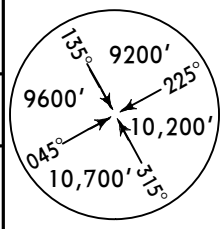
ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
IHLN 110.1	087° (Front Crs 267°)	MUSEW 7200′ (3323′)	Refer to Minimums	3877′

MISSED APCH: Climbing LEFT turn to 9300′ outbound on HLN VOR R-336 to WOKEN INT and hold, or as directed by ATC.

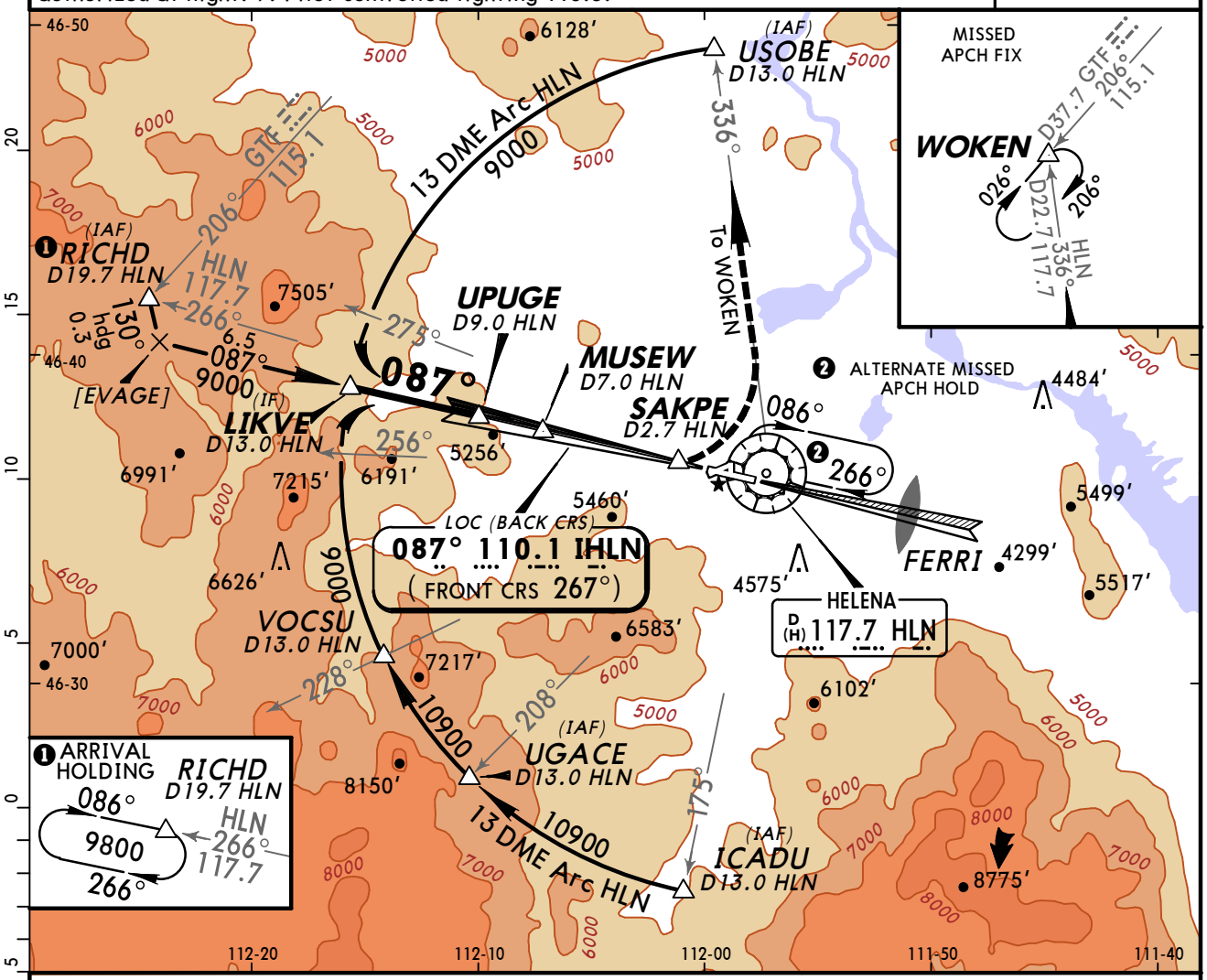
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

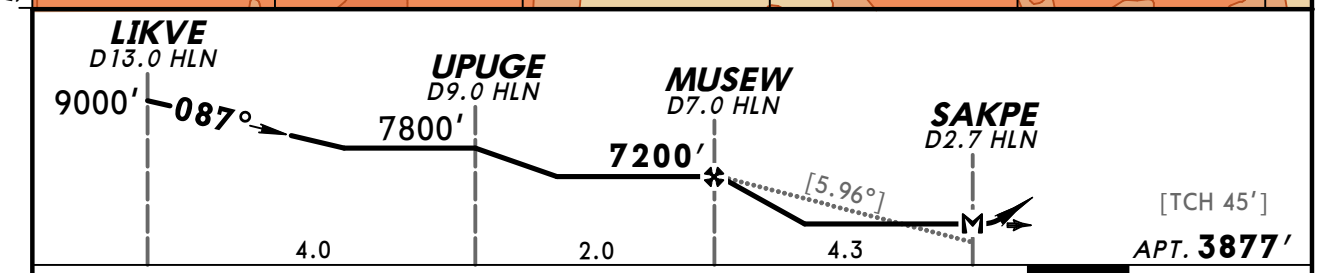
1. DME from HLN VOR, simultaneous reception of IHLN LOC and HLN DME required.
2. Use local altimeter setting; if not received, procedure not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Disregard glide slope indications. 6. When VGSI inop, circling to Rwy 9, 23 not authorized at night. 7. Pilot controlled lighting 118.3.



MSA HLN VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [5.96°]	740	952	1057	1269	1480	1692
MAP at SAKPE						

Lighting - Refer to Airport Chart

9300′ LT via HLN 117.7 R-336 — WOKEN

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 5, 34

	Max Kts	MDA(H)
A	90	5140′ (1263′)-1¼
B	120	5140′ (1263′)-1½
C	140	5140′ (1263′)-3
D		NA

TERPS AMEND 5 30 JUN 2011

CHANGES: Missed approach, notes, procedure altitudes, profile, minimums.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

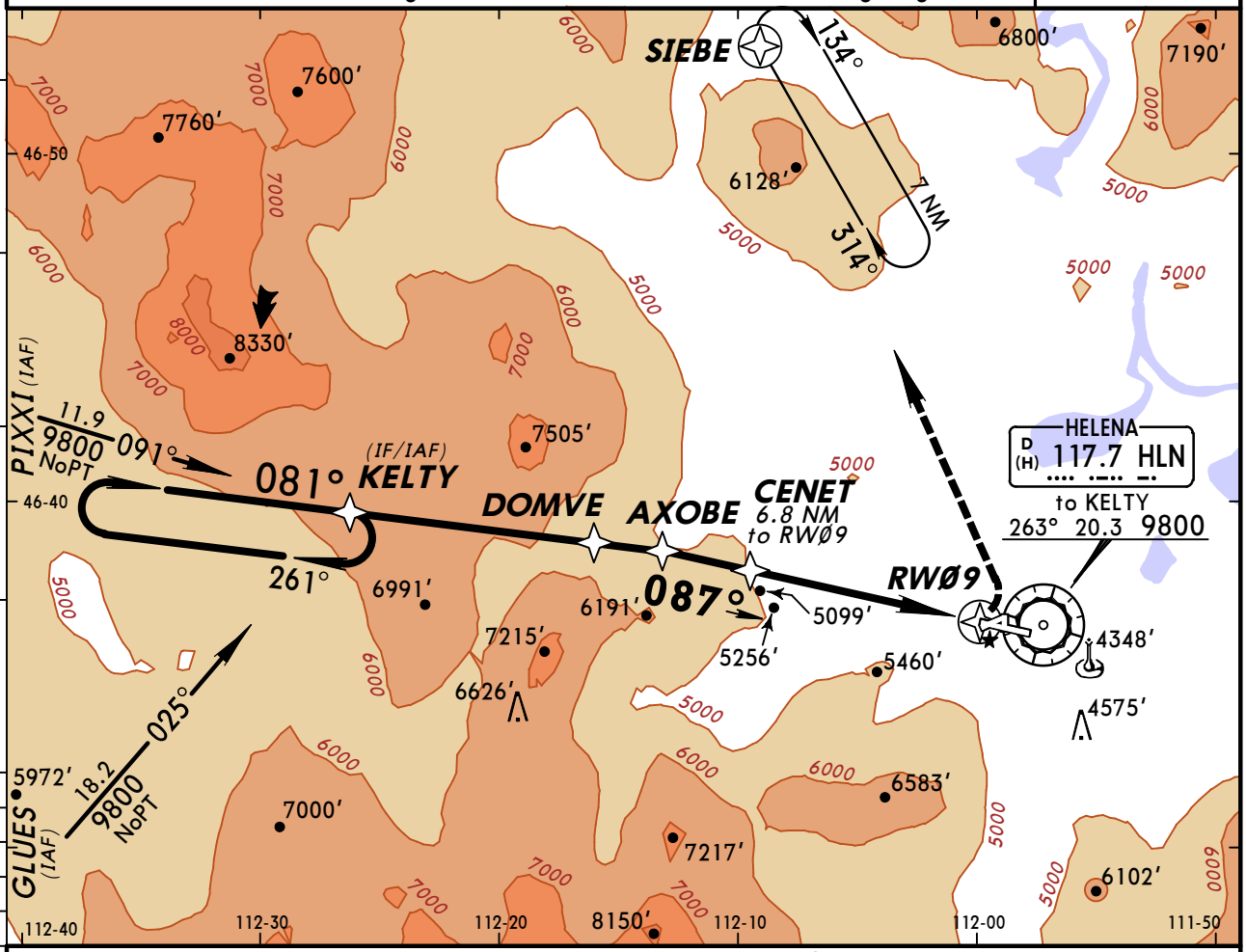
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 3877′
	087°	AXOBE 7400′ (3536′)	5440′ (1576′)	TDZE 3864′

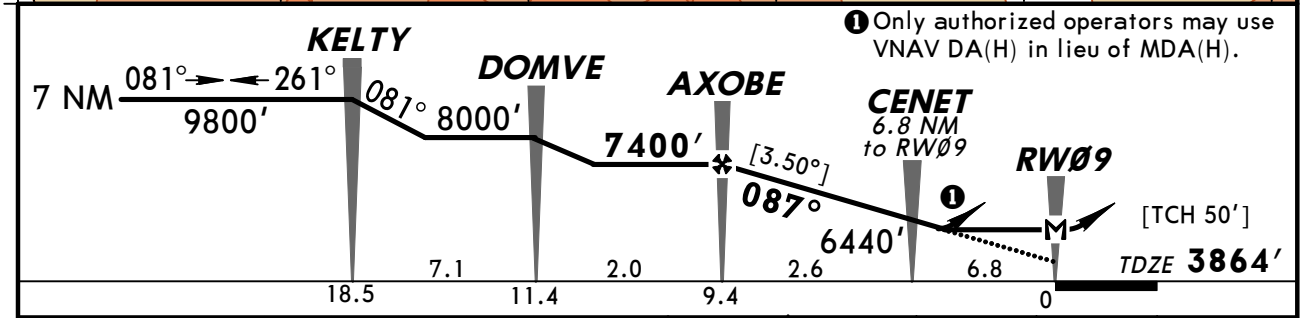
MISSED APCH: Climbing LEFT turn to 9000′ direct SIEBE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.3.

10,700′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at RWØ9						

REIL
VASI-L

9000′
LT

SIEBE

STRAIGHT-IN LANDING RWY 9

LNAV

MDA(H) 5440′ (1576′)

A	1¼
B	1½
C	3
D	3

CIRCLE-TO-LAND

1 Not Authorized for CAT D South of Rwy 9-27.

Max Kts	MDA(H)
90	5440′ (1563′)-1¼
120	5440′ (1563′)-1½
140	5440′ (1563′)-3
165	1 5440′ (1563′)-3

TERPS AMEND 1A

CHANGES: Procedure title.

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KHLN/HLN
HELENA REGL

JEPPESEN
1 MAY 09 (12-2) Eff 7 May

HELENA, MONT
RNAV (GPS) Rwy 23

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

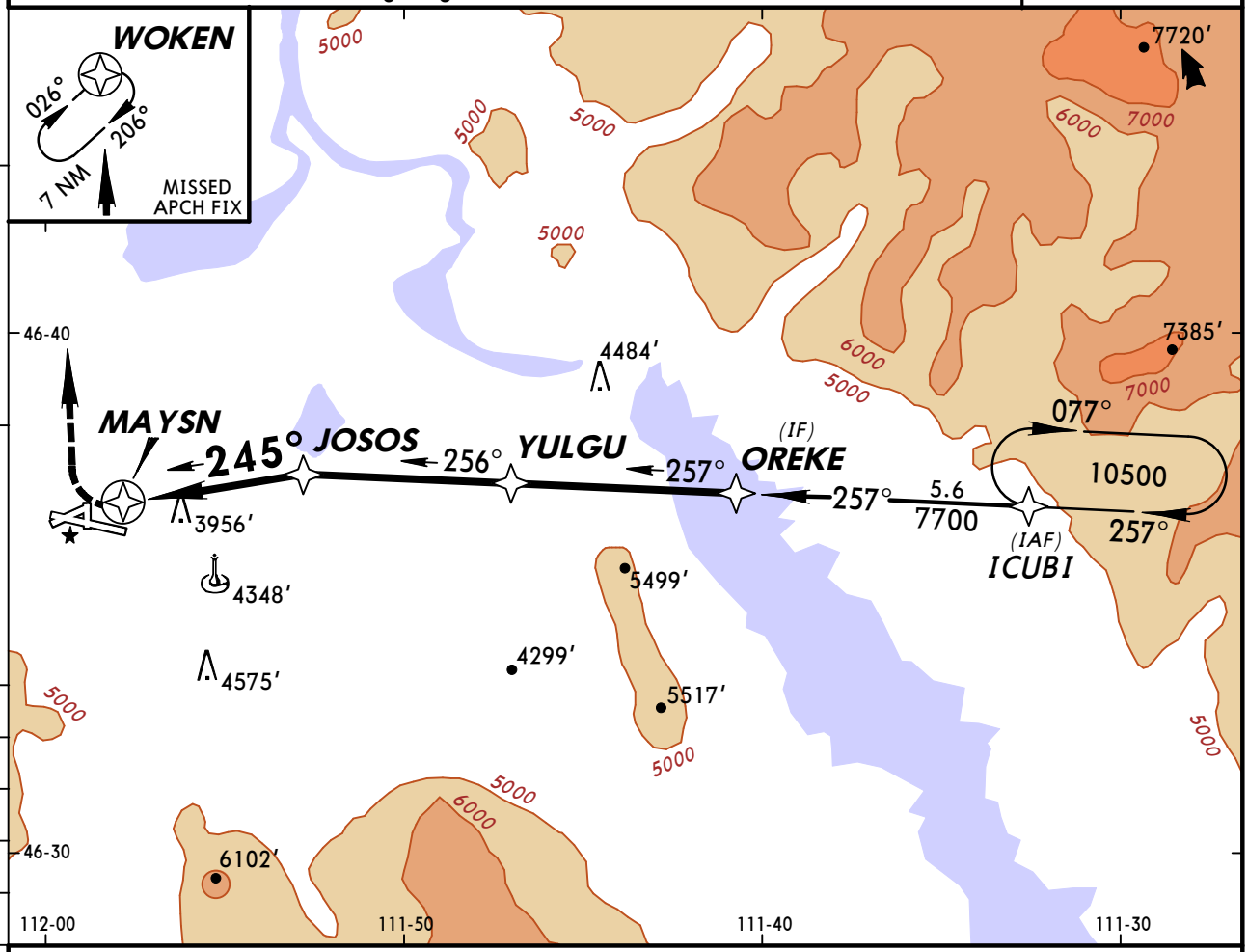
RNAV	Final Apch Crs	Minimum Alt JOSOS	LNAV MDA(H)	Apt Elev 3877′
	245°	5200′ (1350′)	4760′ (910′)	TDZE 3850′

10,700′
MSA RW23

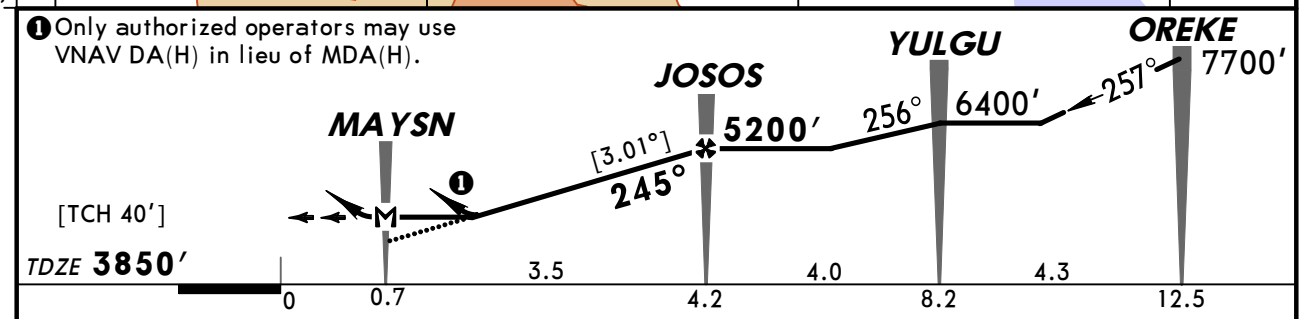
MISSED APCH: Climbing RIGHT turn to 9000′ direct WOKEN and hold, continue climb-in-hold to 9000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction for helicopters not authorized. 3. Pilot controlled lighting 118.3.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at MAYSN						

PAPI-L 9000′ RT WOKEN

STRAIGHT-IN LANDING RWY 23
LNAV
MDA(H) **4760′** (910′)

A, B	1¼
C	2¾
D	3

CIRCLE-TO-LAND
❶ Not Authorized for CAT D South of Rwy 9-27.

Max Kts	MDA(H)
90	4760′(883′)-1¼
120	
140	4760′(883′)-2¾
165	❶ 4760′(883′)-3

AMEND TERPS

CHANGES: None.

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KHLN/HLN
HELENA REGL

JEPPESEN

1 MAY 09 (12-3) Eff 7 May

HELENA, MONT
RNAV (GPS) X Rwy 27

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 3877′
Ch 69405 W-27A	267°	BIBDE 7100′ (3248′)	4965′ (1113′)	TDZE 3852′

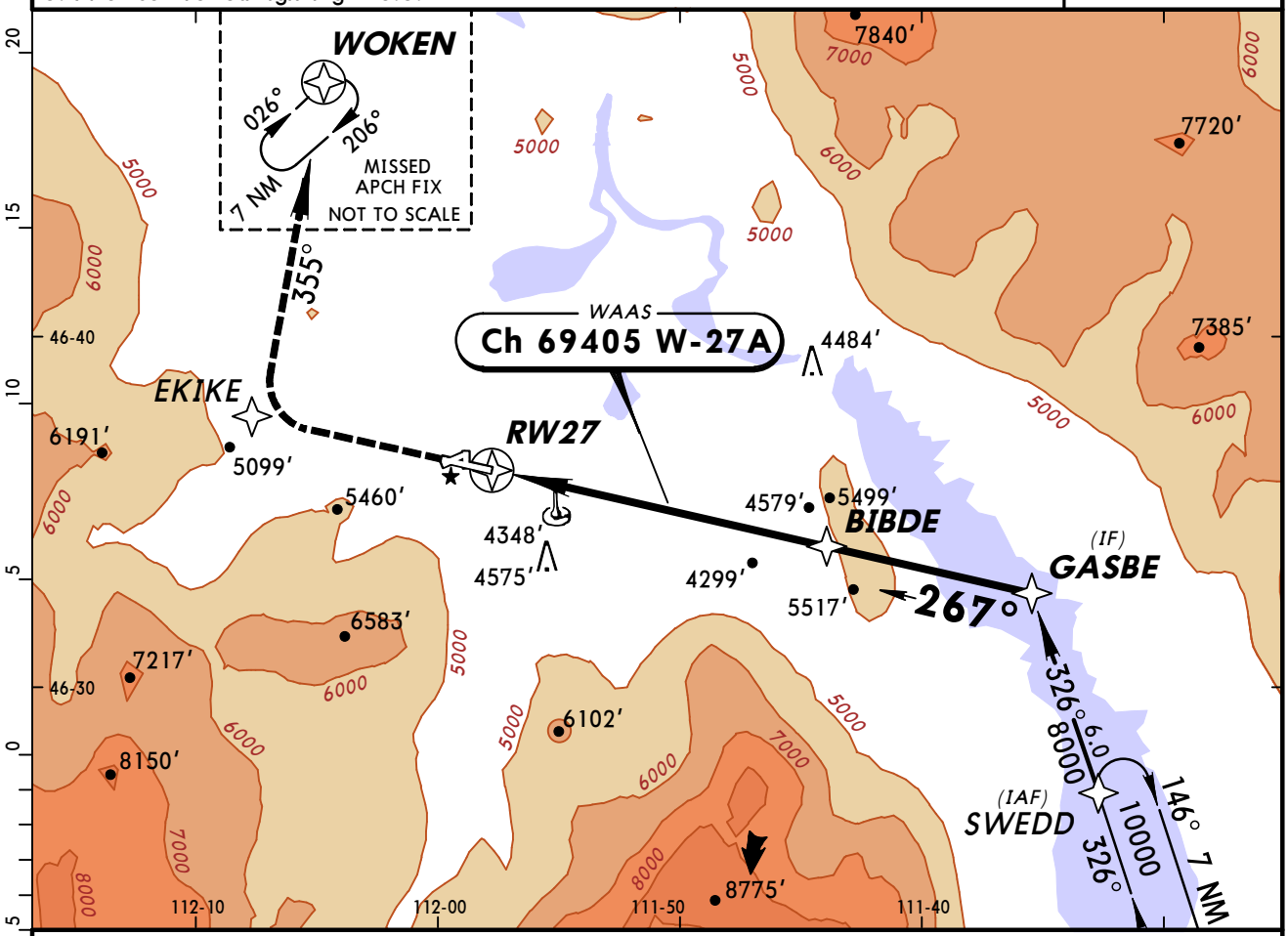
MISSED APCH: Climb to 9000′ direct EKIKE and via 355° track to WOKEN and hold.

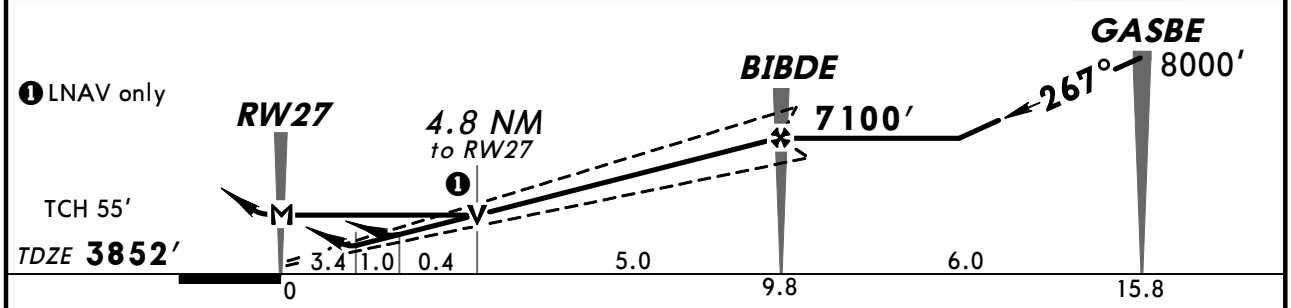
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. For LPV fly visual to airport, 267°- 3.3 NM. 4. For LNAV/VNAV fly visual to airport, 267°- 4.4 NM. 5. Pilot controlled lighting 118.3.

10,700′

MSA RW27





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

MALSR
VASI

9000′

EKIKE

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 4965′ (1113′) RAIL out	LPV DA(H) 4965′ (1113′) ALS out	LNAV/VNAV DA(H) 5289′ (1437′) RAIL out	LNAV/VNAV DA(H) 5289′ (1437′) ALS out	LNAV MDA(H) 5440′ (1588′) RAIL out	LNAV MDA(H) 5440′ (1588′) ALS out
A	2		2		1¼	
B					1½	
C	3		3		2½	3
D						

CIRCLE-TO-LAND

❶ Not Authorized for CAT D South of Rwy 9-27.

Max Kts.	MDA(H)
90	5440′ (1563′)-1¼
120	5440′ (1563′)-1½
140	5440′ (1563′)-3
165	❶ 5440′ (1563′)-3

CHANGES: Procedure title, circling minimums.

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KHLN/HLN
HELENA REGL

JEPPESEN
24 JUN 11 (12-20)

CAT A, B & C

HELENA, MONT
RNAV (RNP) Z Rwy 9

BRIEFING STRIP ™

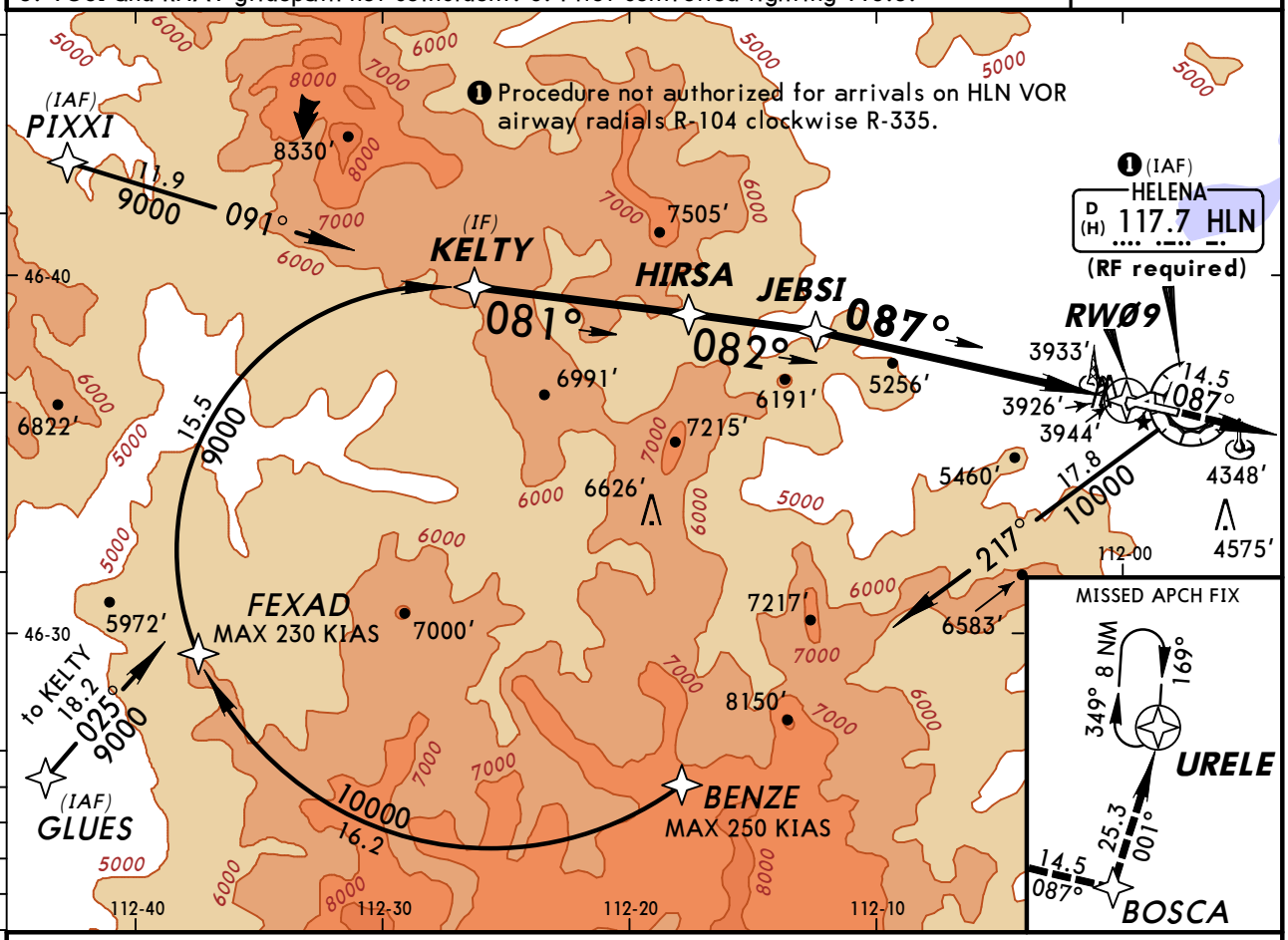
ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

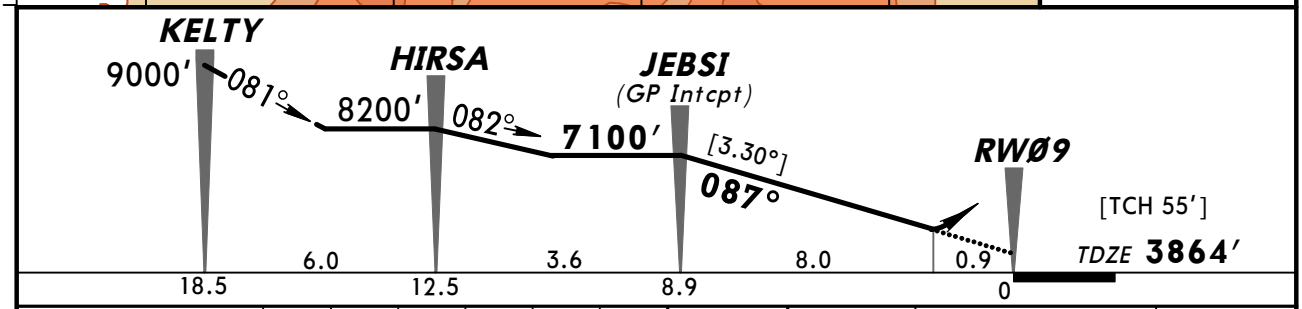
RNAV	Final Apch Crs	Minimum Alt JEBSI	RNP 0.11 DA(H)	Apt Elev 3877′
	087°	7100′ (3236′)	4220′ (356′)	TDZE 3864′

MISSED APCH: Climb to 12000′ via 087° track to BOSCA and via 001° track to URELE and hold. Continue climb-in-hold to 12000′.

10,700′
MSA RWØ9

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -22°C (-7°F) or above 54°C (130°F). 4. When VGSI inop, procedure not authorized at night.
5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.30°]	409	526	584	701	817	934
MAP at DA						

REIL
VASI-L

12000′ via 087° BOSCA

STRAIGHT-IN LANDING RWY 9

	❶ RNP 0.11 DA(H) 4220′ (356′)	RNP 0.17 DA(H) 4258′ (394′)	RNP 0.30 DA(H) 4353′ (489′)
A B C	1	1¼	1½
D	NA	NA	NA

❶ Missed approach requires minimum climb of 260′/NM to 4300′.

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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KHLN/HLN
HELENA REGL

JEPPESEN

24 JUN 11 (12-21)

HELENA, MONT
RNAV (RNP) Y Rwy 27

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.22 DA(H)	Apt Elev 3877′
	267°	JEXUT 6500′ (2648′)	4133′ (281′)	TDZE 3852′

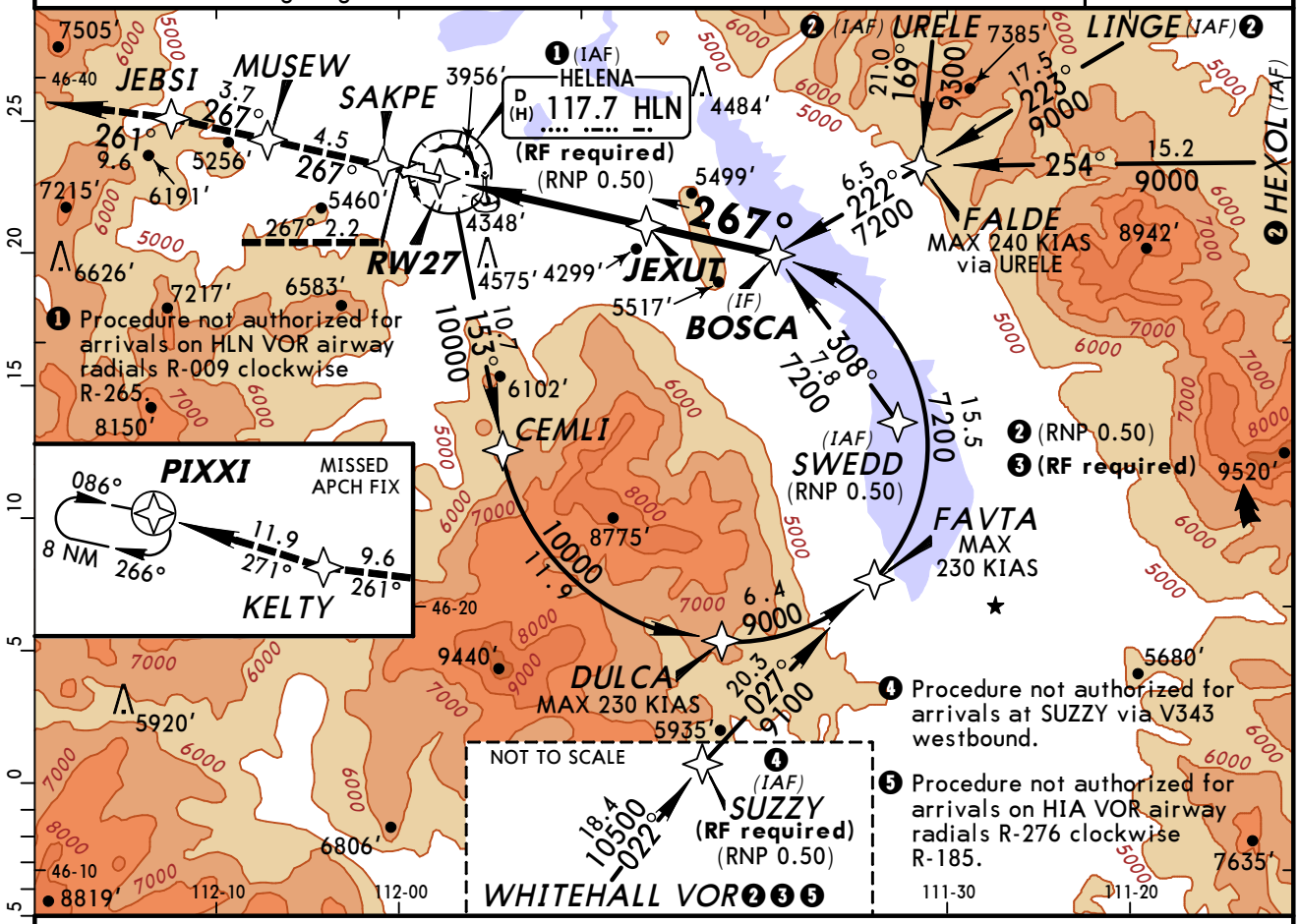
MISSED APCH: Climb to 13000′ via 267° track to SAKPE, and via 267° track to MUSEW, and via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold. Continue climb-in-hold to 13000′.

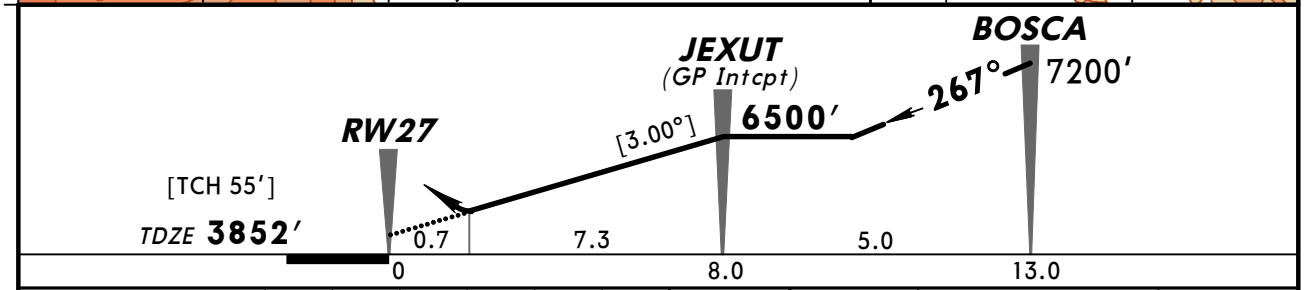
10,700′

MSA RW27

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -22°C (-7°F) or above 41°C (105°F). 4. Missed approach requires RNP less than 1.00.
5. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
VASI
13000′ via 267° SAKPE

STRAIGHT-IN LANDING RWY 27

	1 RNP 0.22 DA(H) 4133′ (281′)		2 RNP 0.30 DA(H) 4287′ (435′)		
	RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1	1½
B					
C					
D		1			

1 Missed approach requires minimum climb of 290′/NM to 7700′.
2 Missed approach requires minimum climb of 270′/NM to 7600′. If unable, see RNAV (RNP) Z Rwy 27.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KHLN/HLN
HELENA REGL

JEPPESEN

24 JUN 11 (12-22)

HELENA, MONT
RNAV (RNP) Z Rwy 27

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

RNAV	Final Apch Crs	Minimum Alt JEXUT	RNP 0.18 DA(H)	Apt Elev 3877′
	267°	6500′ (2648′)	4119′ (267′)	TDZE 3852′

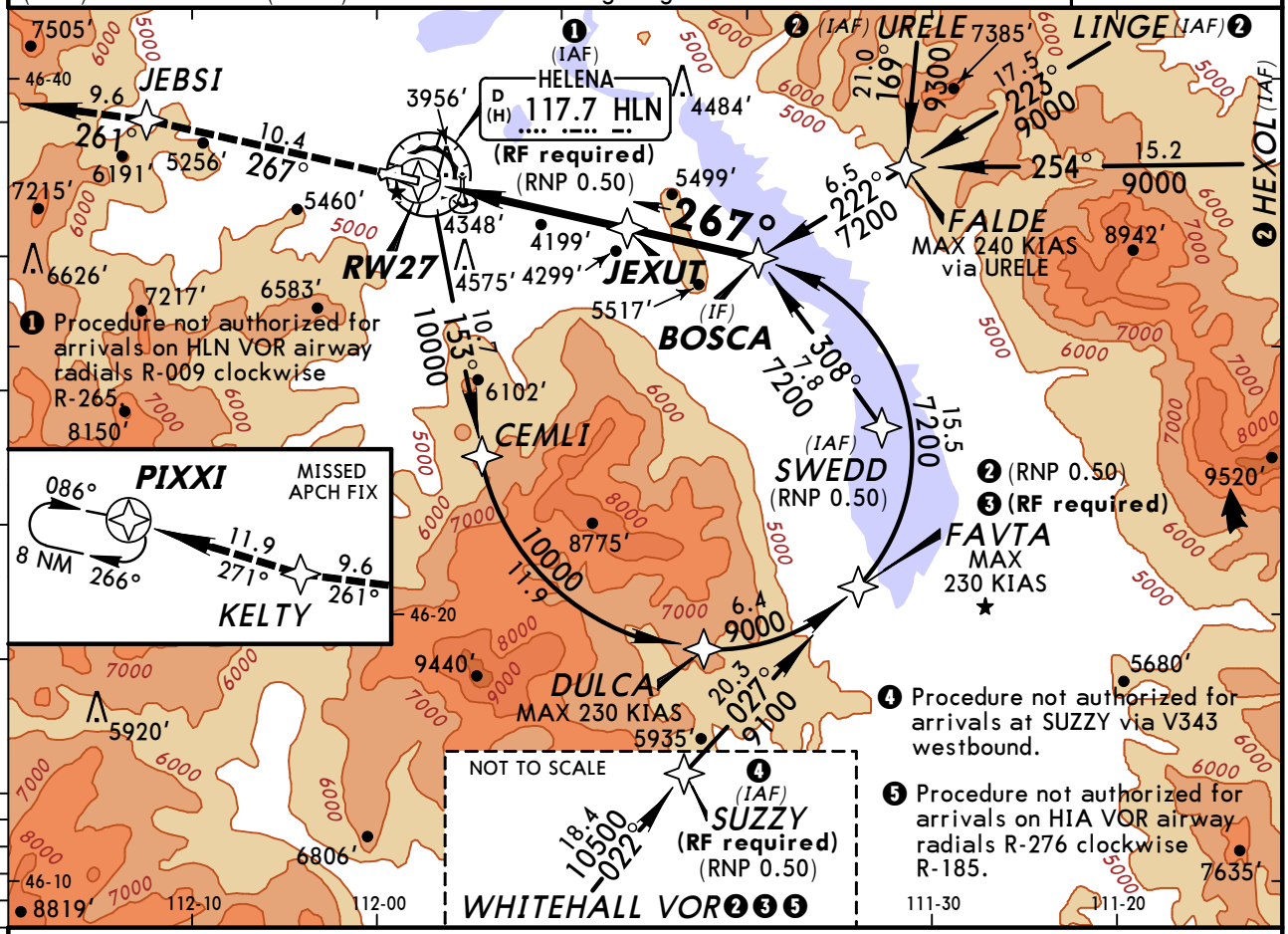
MISSED APCH: Climb to 13000′ via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold. Continue climb-in-hold to 13000′.

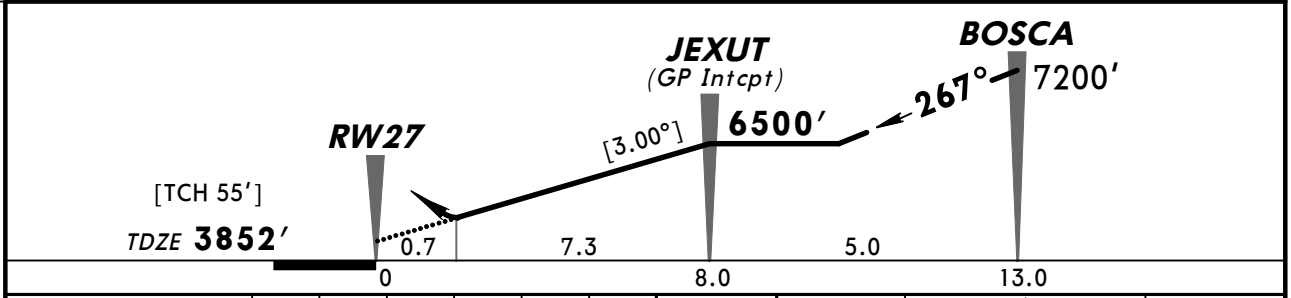
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -22°C (-7°F) or above 41°C (105°F). 4. Pilot controlled lighting 118.3.

10,700′

MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
VASI
13000′ via 267°
JEBSI

STRAIGHT-IN LANDING RWY 27

	1 RNP 0.18 DA(H) 4119′ (267′)			2 RNP 0.22 DA(H) 4212′ (360′)			3 RNP 0.30 DA(H) 4287′ (435′)			RNP 0.30 DA(H) 4863′ (1011′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	3/4	1¼		1	1½		4		
B												
C												
D		1										

1. Missed approach requires minimum climb of 295′/NM to 7900′.
2. Missed approach requires minimum climb of 290′/NM to 7300′.
3. Missed approach requires minimum climb of 405′/NM to 6300′.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

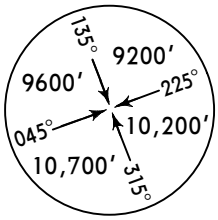
ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev
HLN 117.7	266°		Refer to Minimums	3877′

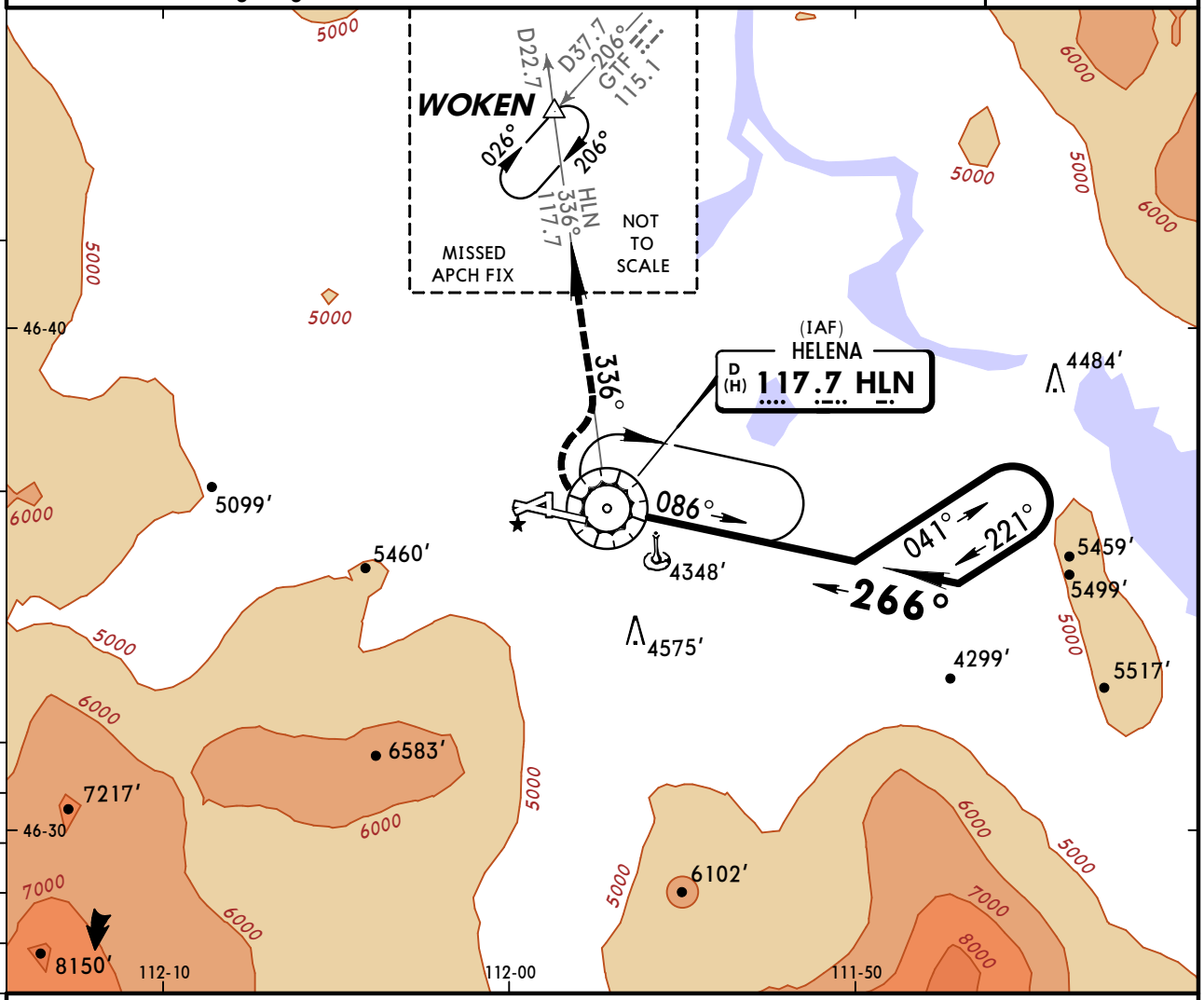
MISSED APCH: Climbing RIGHT turn to 9000′ outbound via HLN VOR R-336 to WOKEN INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

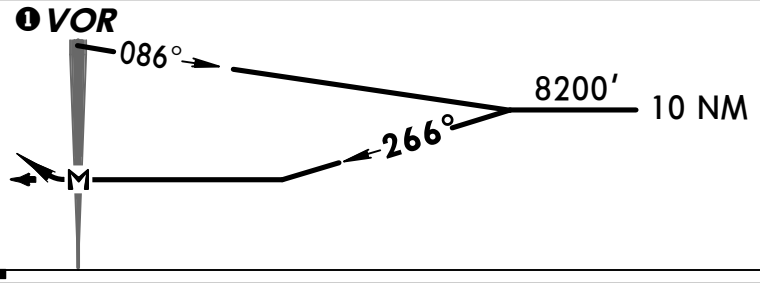
1. Pilot controlled lighting 118.3.



MSA HLN VOR



❶ Descend to 10000′ in HLN VOR holding pattern prior to departing outbound for procedure turn.



MAP at VOR								Lighting - Refer to Airport Chart	9000′ RT	via HLN 117.7 R-336	WOKEN

CIRCLE-TO-LAND

1 Not Authorized for CAT D South of Rwy 9-27.

	Max Kts	MDA(H)
A	90	6700′ (2823′) -1 ¼
B	120	6700′ (2823′) -1 ½
C	140	6700′ (2823′) -3
D	165	**1** 6700′ (2823′) -3

AMEND TERPS 15

CHANGES: None.

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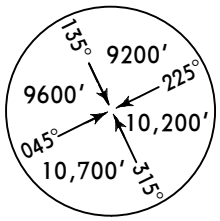
ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3877′
HLN 117.7	266°	SEWAL 7300′ (3423′)	Refer to Minimums	

MISSED APCH: Climbing RIGHT turn to 9000′ outbound via HLN VOR R-336 to WOKEN INT/D22.7 and hold.

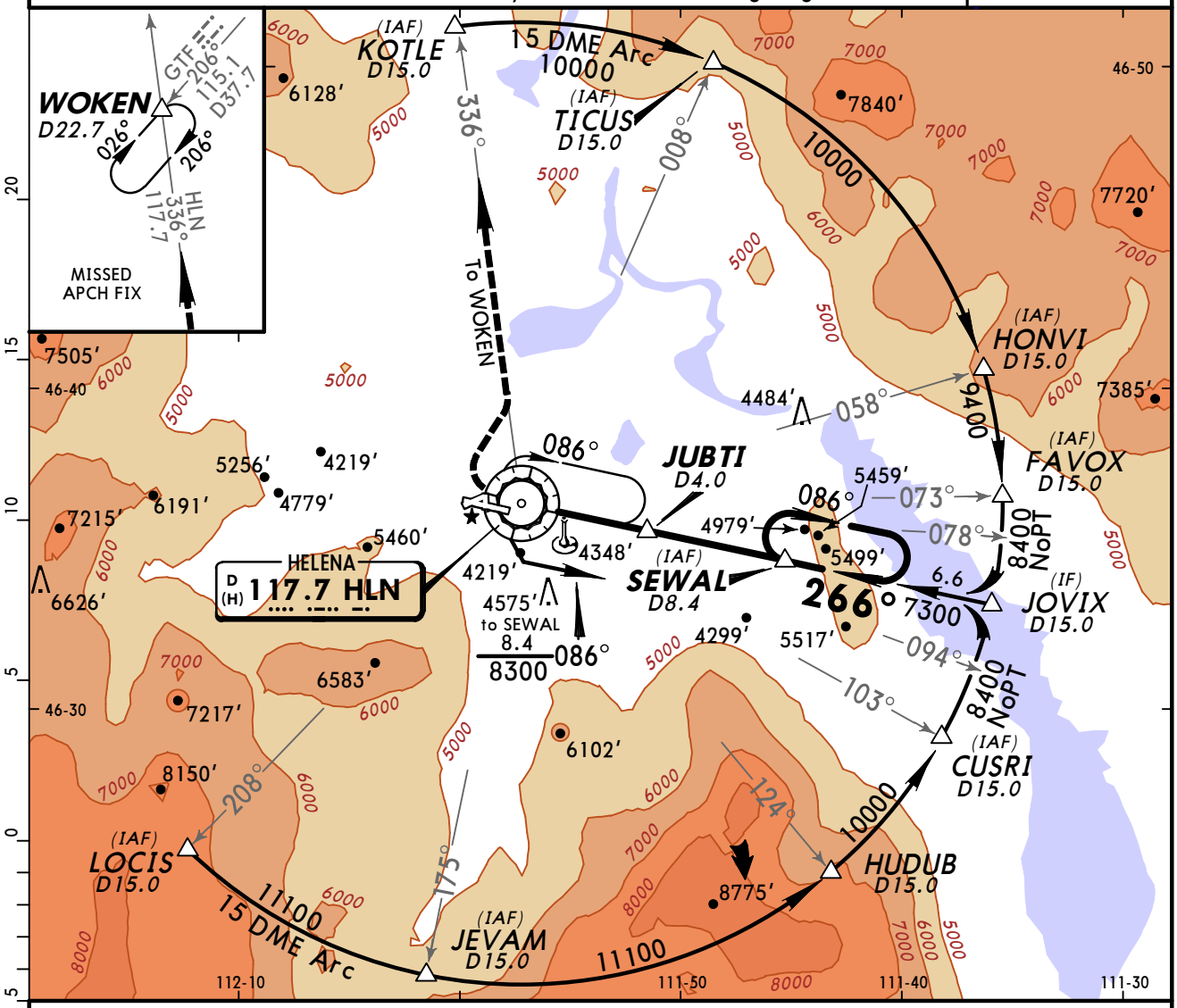
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

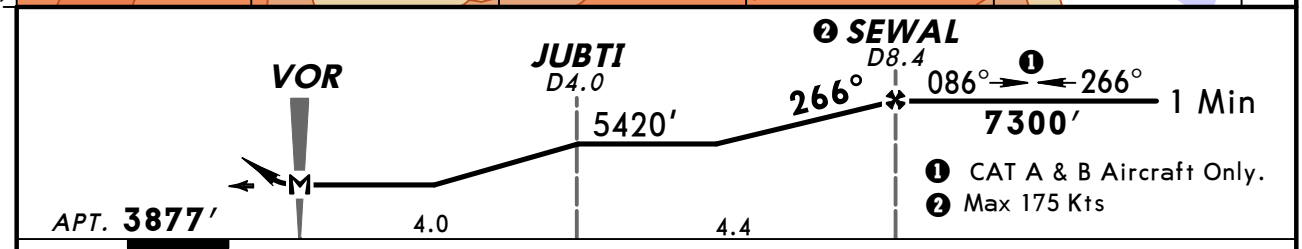
1. DME Arc to final approach course required for turbojet aircraft. 2. Holding at SEWAL authorized for CAT A & B aircraft only. 3. Pilot controlled lighting 118.3.



MSA HLN VOR

BRIEFING STRIP ™





MAP at VOR	Lighting - Refer to Airport Chart	9000′ RT	HLN via 117.7 R-336	WOKEN

TERPS AMEND 7

CIRCLE-TO-LAND
❶ Not Authorized for CAT D South of Rwy 9-27.

	Max Kts	MDA(H)
A	90	4760′ (883′) - 1¼
B	120	
C	140	4760′ (883′) - 2¾
D	165	❶ 4760′ (883′) - 3

CHANGES: Procedure.

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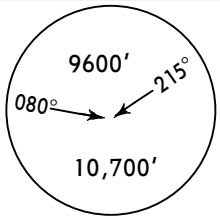
ATIS (ASOS when Twr inop)	*HELENA Approach	SALT LAKE Center	*HELENA Tower	*Ground
120.4	119.5	133.4 when App inop.	CTAF 118.3	121.9

NDB CVP 335	Final Apch Crs 242°	Minimum Alt NDB 5400′ (1523′)	MDA(H) Refer to Minimums	Apt Elev 3877′

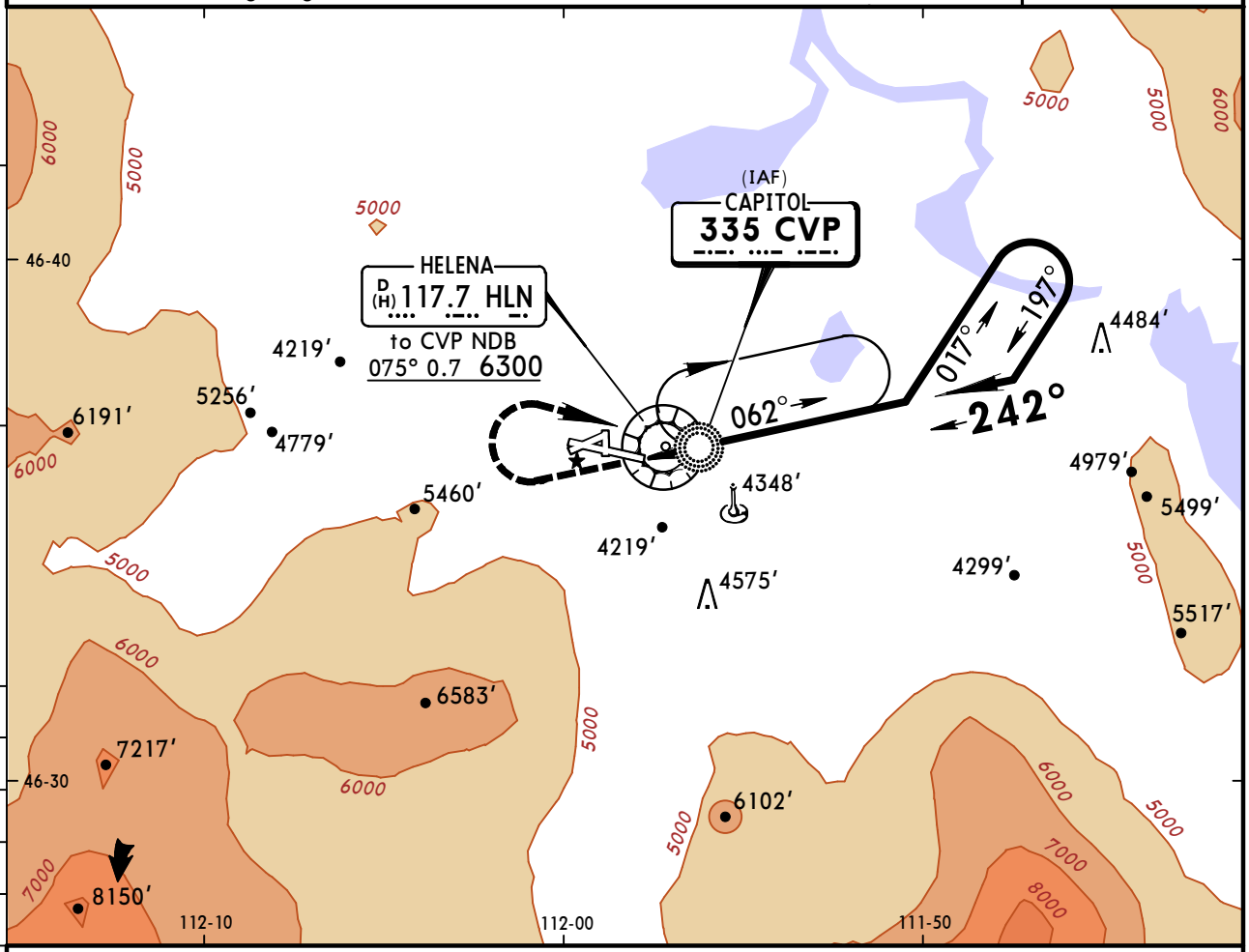
MISSED APCH: Climb to 5200′ then climbing RIGHT turn to 6400′ direct CVP NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.3.

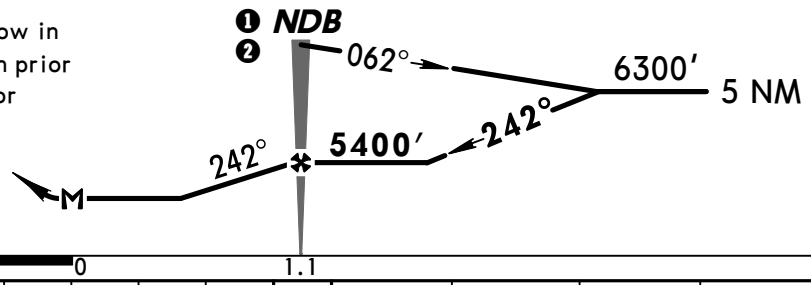


MSA CVP NDB



❶ Descend to 8900′ or below in CVP NDB holding pattern prior to departing outbound for procedure turn.

❷ Max 175 Kts



Gnd speed-Kts	70	90	100	120	140	160
NDB to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

Lighting - Refer to Airport Chart	5200′ ↑	6400′ ↱ RT	D	CVP 335

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	4980′ (1103′)-1¼
B		
C		NA
D		

BRIEFING STRIP ™

TERPS AMEND 3

CHANGES: Procedure altitudes, MSA, minimums.

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General Information

Location: Missoula MT USA
IATA Code: MSO
Lat/Long: N46° 55.0' W114° 05.4'
Elevation: 3206 ft

Airport Use: Public
Magnetic Variation: 14.1°E
Sectional Chart: Great Falls

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1420 Z
Sunset: 0118 Z,

Runway Information

Runway: 07
Length x Width: 4612 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3200 ft
Lighting: Edge

Runway: 11
Length x Width: 9501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3200 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 25
Length x Width: 4612 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3204 ft
Lighting: Edge

Runway: 29
Length x Width: 9501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3206 ft
Lighting: Edge, REIL, Pilot controlled

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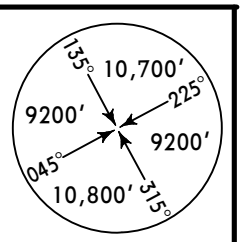
Communication Information

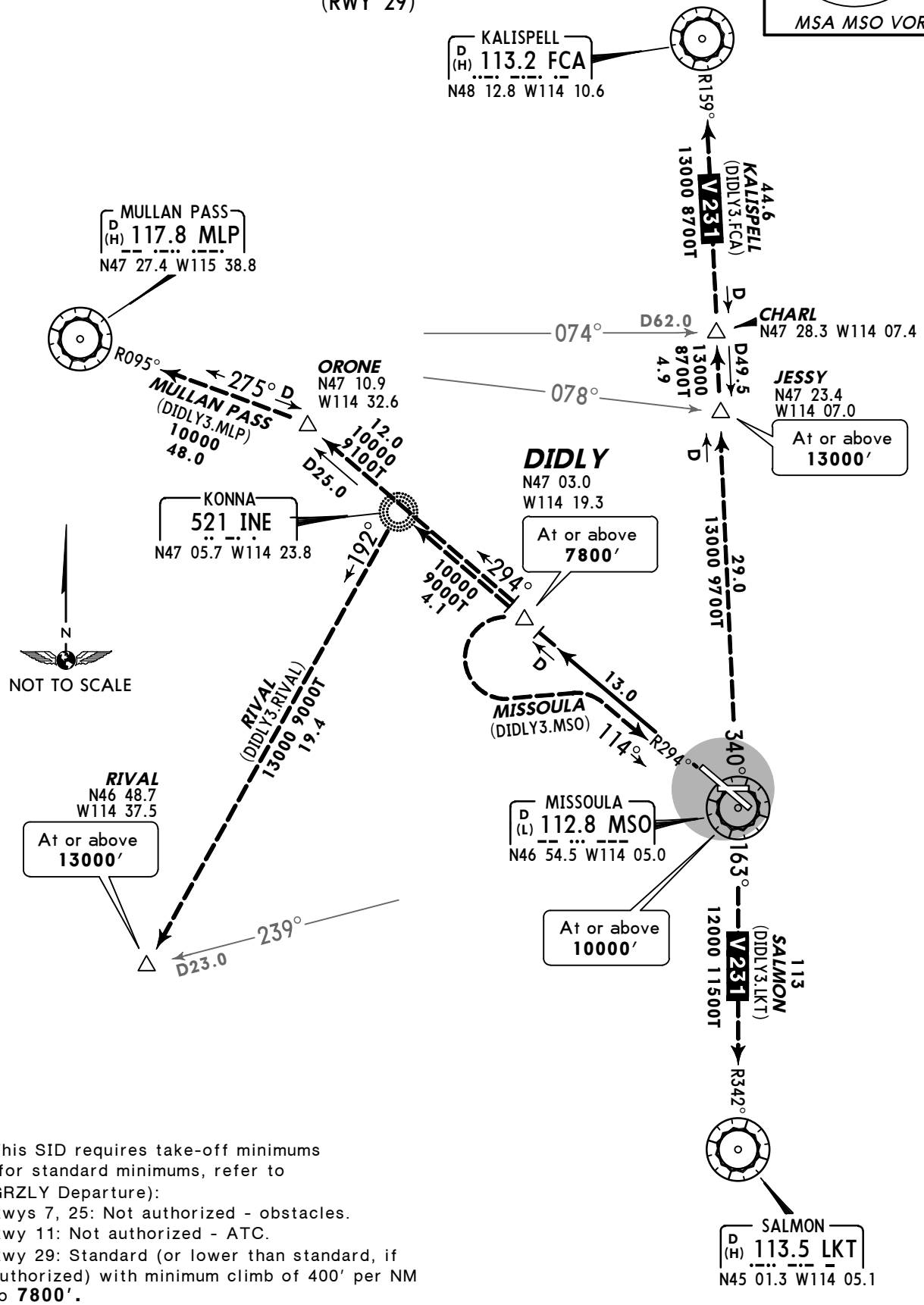
ATIS 126.65
ASOS 121.9
Missoula Tower 118.4 CTAF PCL
Missoula Ground Control 121.9
Spokane Approach Control 124.9
Spokane Departure Control 124.9
Missoula Intl Unicom 122.95
Great Falls Flight Service Station 122.45 RCO
Salt Lake City Center 133.4 RCO

*SPOKANE Departure (R)	SALT LAKE Center (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
124.9	133.4 when Dep inop.	3206′	**DME required.**



DIDLY THREE DEPARTURE (DIDLY3.DIDLY)

(RWY 29)



This SID requires take-off minimums (for standard minimums, refer to GRZLY Departure):
Rwys 7, 25: Not authorized - obstacles.
Rwy 11: Not authorized - ATC.
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **7800′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB

Climb on MSO R-294 to cross DIDLY at or above **7800′.** Then on transition or assigned route.

CHANGES: Procedure renumbered, MLP bearings, climb gradient.

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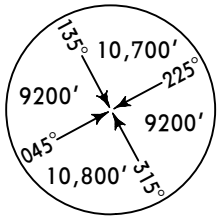
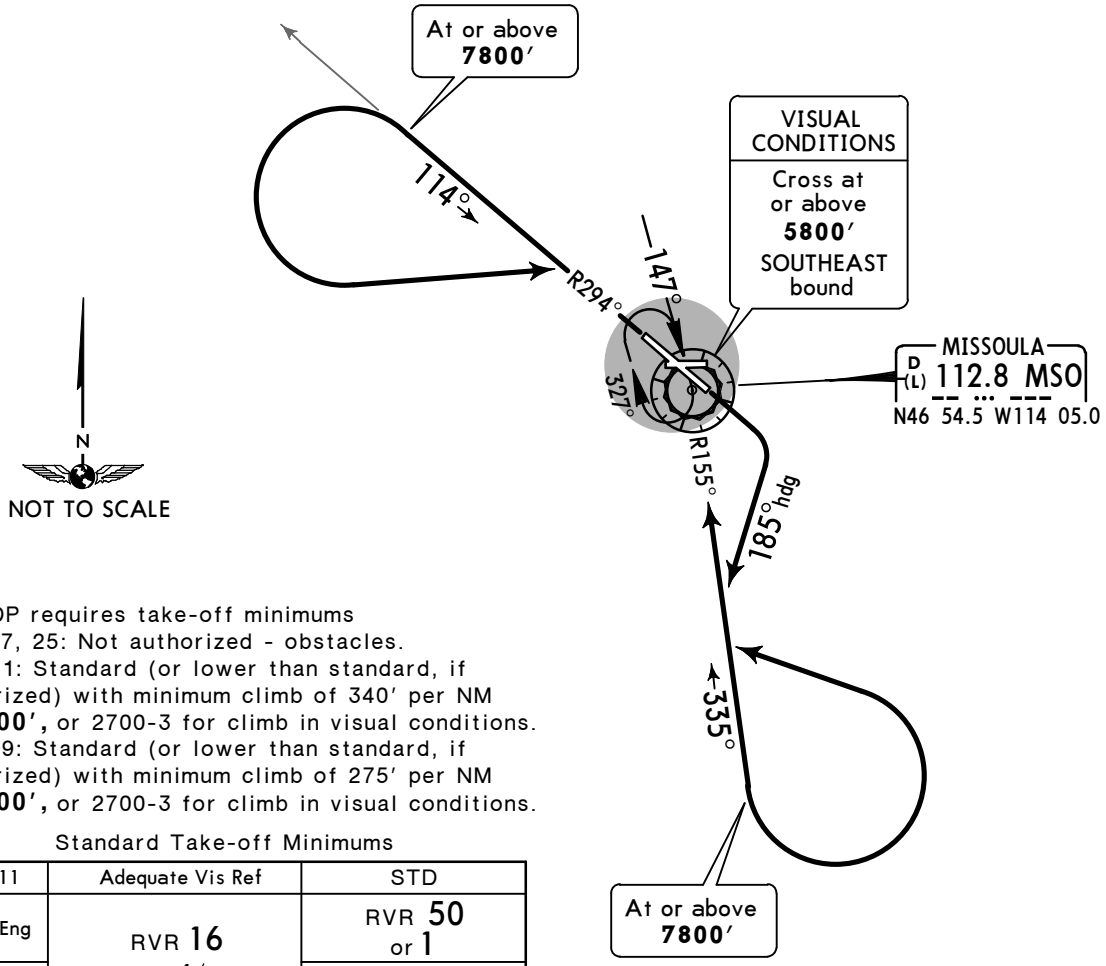
*SPOKANE Departure (R)	SALT LAKE Center (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
124.9	133.4 when Dep inop.	3206′	



MSA MSO VOR

OBSTACLE

GRZLY TWO DEPARTURE (GRZLY2.MSO)



This DP requires take-off minimums
Rwys 7, 25: Not authorized - obstacles.
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb of 340′ per NM to **7800′,** or 2700-3 for climb in visual conditions.
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 275′ per NM to **7800′,** or 2700-3 for climb in visual conditions.

Standard Take-off Minimums

Rwy 11	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

Standard Take-off Minimums

Rwy 29	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
275′ per NM	344	458	688	917	1146	1375
340′ per NM	425	567	850	1133	1417	1700

OBSTACLES
Rwy 11: Fence beginning 22′ from DER, 487′ RIGHT of centerline, up to 15′ AGL/ 3215′ MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 185° to intercept MSO R-155, SOUTHEAST bound to **7800′,** OR, climb in visual conditions to cross MSO SOUTHEAST bound at or above **5800′,** continue climb to **7800′** via MSO R-155.
29	Climb via MSO R-294 to **7800′,** then climbing LEFT turn via MSO R-294 to MSO, climb in MSO holding pattern to MEA/MCA for route of flight, OR, climb in visual conditions to cross MSO SOUTHEAST bound at or above **5800′,** continue climb to **7800′** via MSO R-155.

ROUTING

Climbing LEFT turn via MSO R-155 to MSO, climb in MSO holding pattern to MEA/MCA for route of flight.

CHANGES: None.

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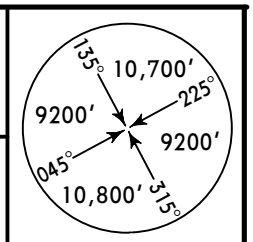
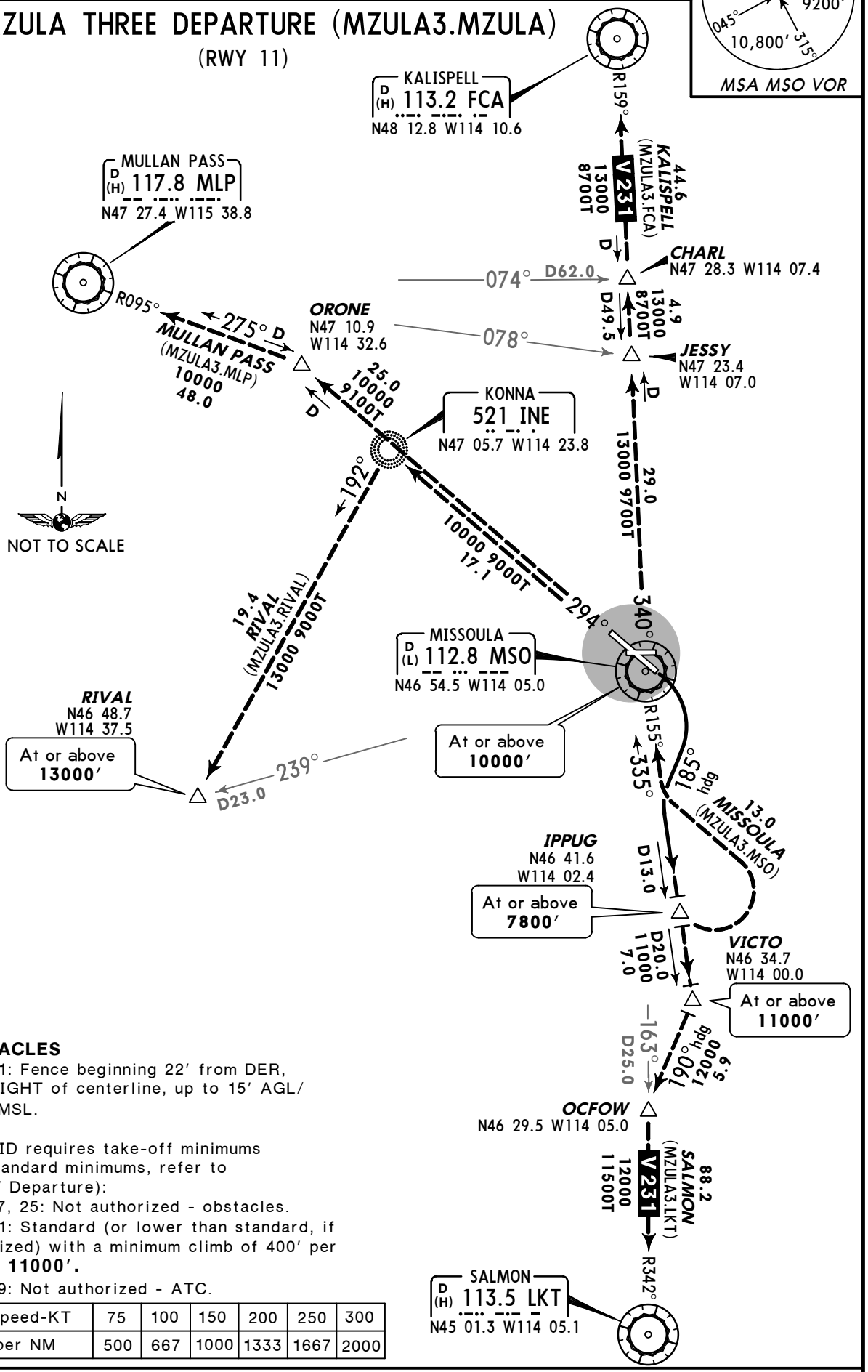
*SPOKANE Departure (R)	SALT LAKE Center (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
124.9	133.4 when Dep inop.	3206′	**DME required.**



MZULA THREE DEPARTURE (MZULA3.MZULA)

(RWY 11)



OBSTACLES

Rwy 11: Fence beginning 22′ from DER, 487′ RIGHT of centerline, up to 15′ AGL/ 3215′ MSL.

This SID requires take-off minimums (for standard minimums, refer to GRZLY Departure):
Rwys 7, 25: Not authorized - obstacles.
Rwy 11: Standard (or lower than standard, if authorized) with a minimum climb of 400′ per NM to **11000′.**
Rwy 29: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB

Climbing RIGHT turn heading 185° to intercept and proceed on MSO R-155 to cross IPPUG at or above **7800′.** Then on transition or assigned route.

CHANGES: Procedure renumbered, revised, MSA.

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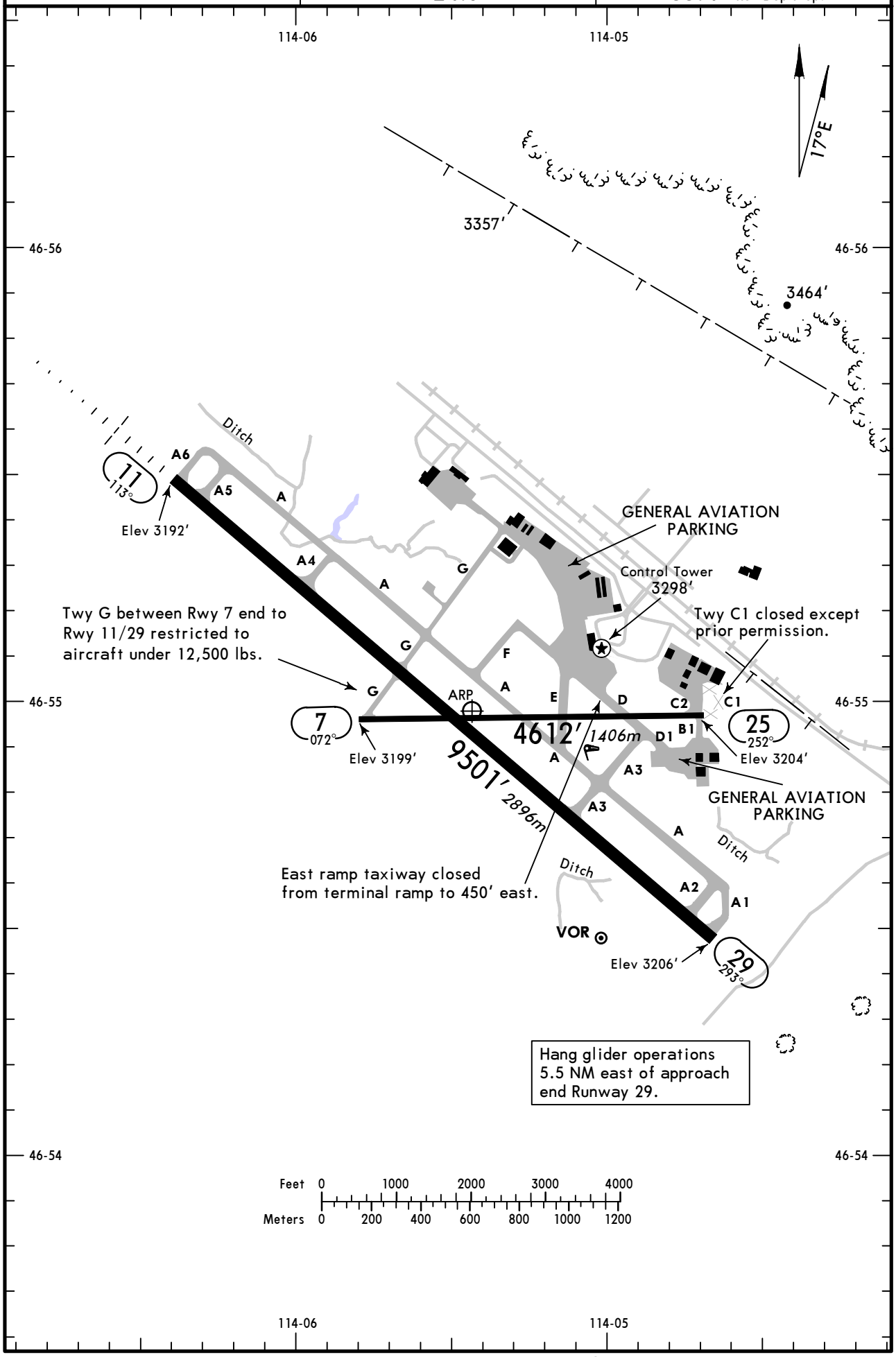
*ATIS	ASOS	*MISSOULA Ground	*Tower
126.65	121.9 when Twr inop.	121.9	CTAF 118.4

UNICOM 122.95	*SPOKANE Departure (R)	SALT LAKE Center (R)
	124.9	133.4 when Dep inop.



CHANGES: None.

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GENERAL
Birds and parachute jumping in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7 ❶ 25	MIRL				75' 23m
❶ Surface variations with patches.					
11 ❷ 29	❸HIRL ❸MALSR PAPI-L (angle 3.0°) ❸HIRL REIL PAPI-L (angle 3.0°)		8509' 2594m		150' 46m
❷ Grooved. ❸ Activate on 118.4 when Twr inop.					

TAKE-OFF

	Rwy 11, 29	Rwys 7, 25
1 & 2 Eng 3 & 4 Eng	USE GRZLY DEPARTURE	NA

FOR FILING AS ALTERNATE

	Authorized Only When Control Tower Operating ILS Z Rwy 11	Authorized Only When Local Weather Available RNAV (RNP) Z Rwy 11	RNAV (GPS)-D	VOR DME-B	Authorized Only When Local Weather Available RNAV (GPS) Y Rwy 11	VOR DME-A	ILS Y Rwy 11
A	600-2	800-2	1400-2	1800-2	1900-2	2000-2	NA
B							
C			1400-3	1800-3	1900-3	2000-3	
D			1500-3				

AMEND 8

CHANGES: Alternate minimums.

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KMSO/MSO
MISSOULA INTL

JEPPESEN
24 JUN 11 (11-1)

MISSOULA, MONT
ILS Z Rwy 11

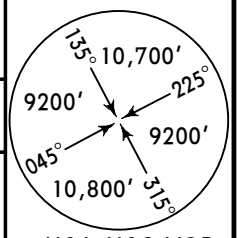
*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

LOC IMSO	Final Apch Crs	GS JELEG	ILS DA(H)	Apt Elev 3206′
109.3	113°	8600′ (5400′)	3411′ (211′)	TDZE 3200′

MISSED APCH: Climbing RIGHT turn to 10,300′ outbound on MSO VOR R-155 to JEPSN/D26.5 MSO and hold.

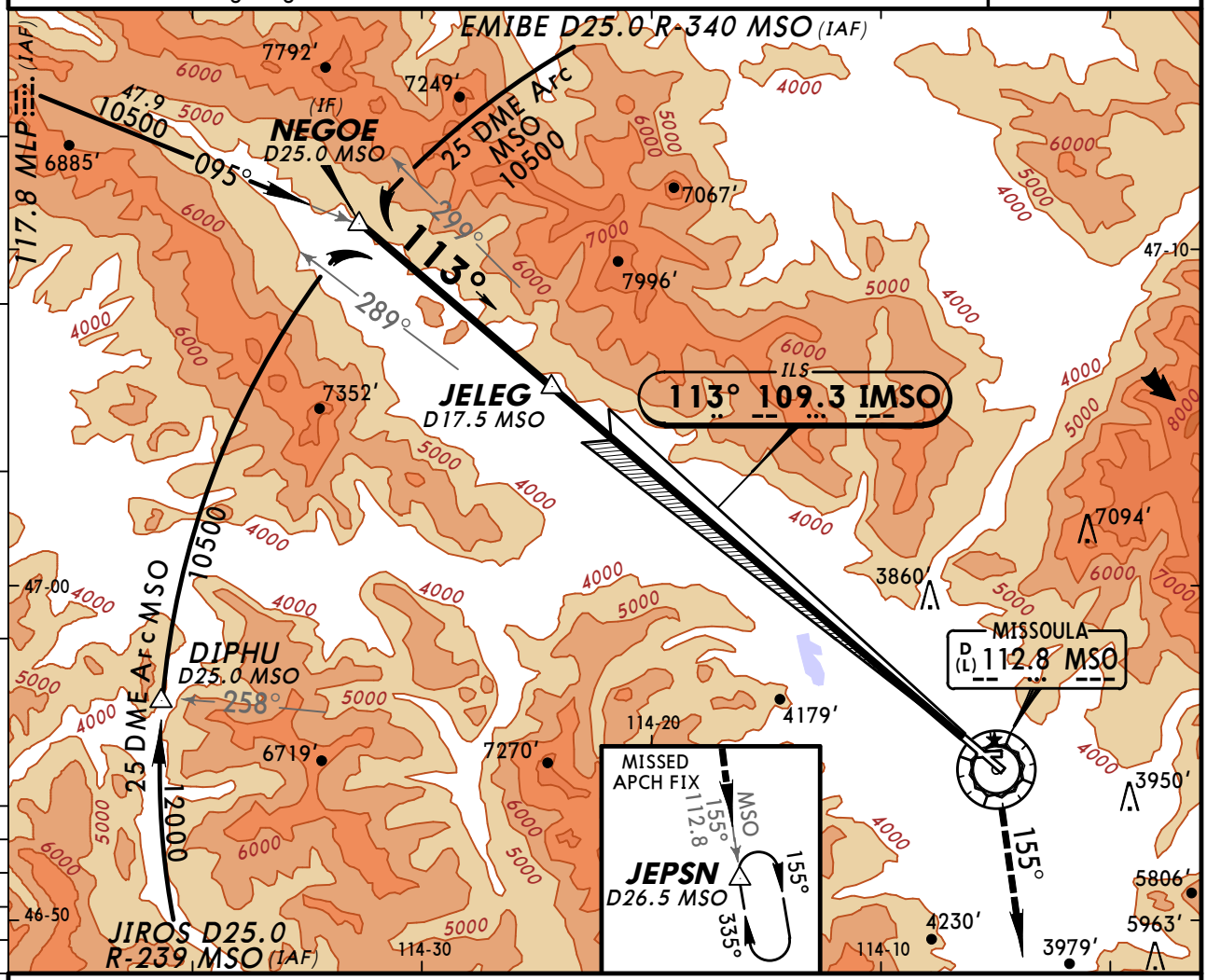
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

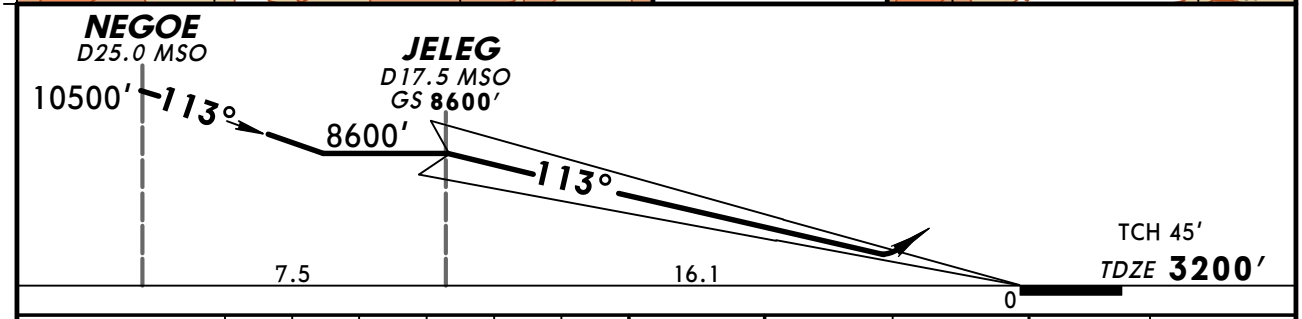
1. DME required. 2. Missed approach requires minimum climb of 410′/NM to 9800′. If unable to comply, use ILS Y Rwy 11 (11-2). 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.4.



MSA MSO VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at DA						

MALSR
PAPI

10300′ RT MSO on 112.8 R-155 JEPSN

STRAIGHT-IN LANDING RWY 11
ILS
DA(H) 3411′ (211′)

	FULL	RAIL or ALS out
A	1/2	3/4
B		
C		
D		

TERPS AMEND 12B 30 JUN 2011

CHANGES: NAGOZ OM deleted.

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*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

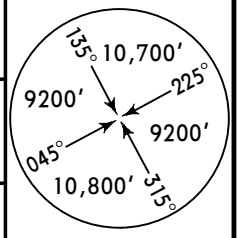
LOC IMSO	Final Apch Crs	GS JELEG	ILS DA(H)	Apt Elev 3206′
109.3	113°	8600′ (5400′)	5022′ (1822′)	TDZE 3200′

BRIEFING STRIP™

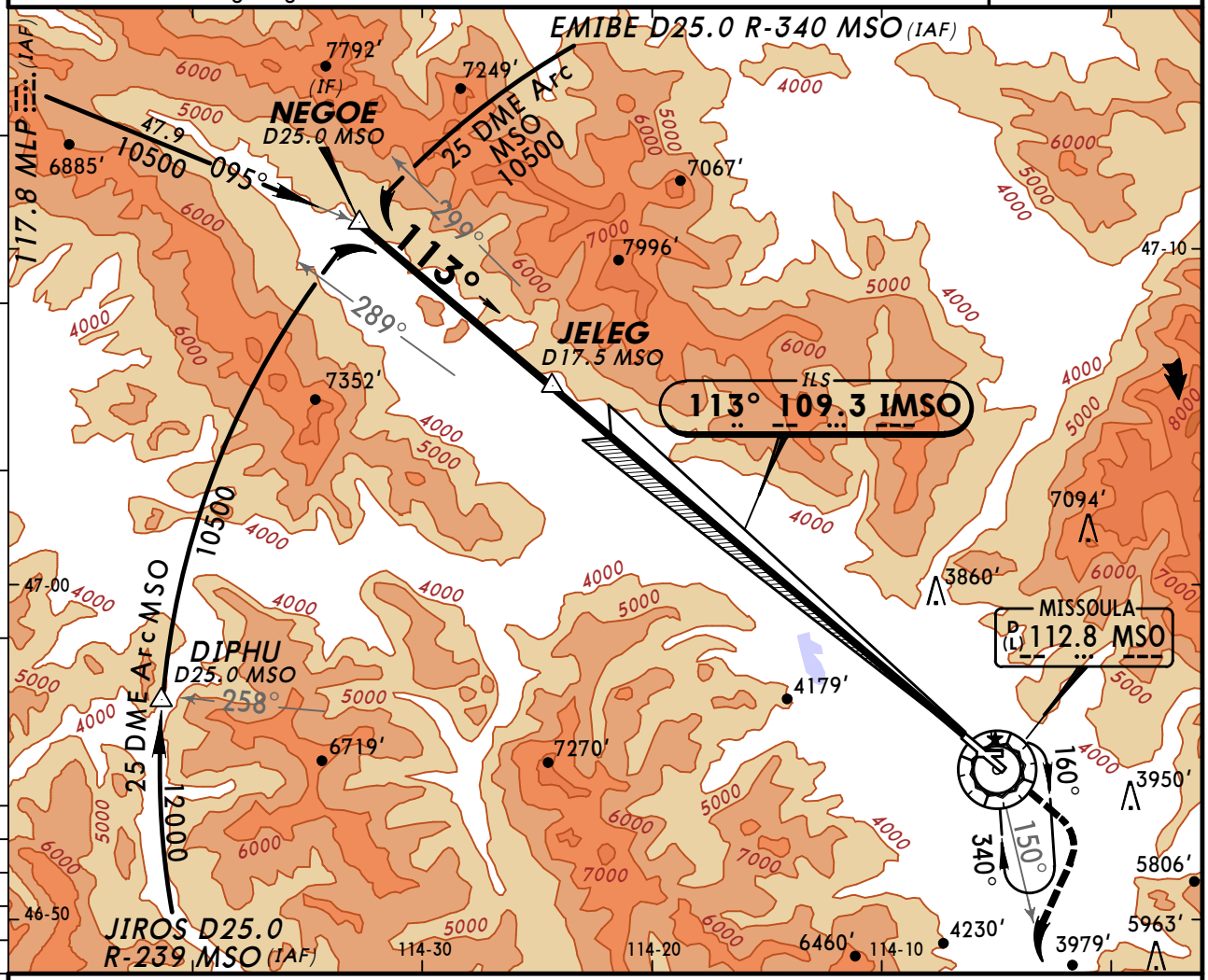
MISSED APCH: Climb to 6200′ then climbing RIGHT turn to 8500′ outbound on MSO VOR R-150 then climbing LEFT turn to 9100′ direct MSO VOR and hold.

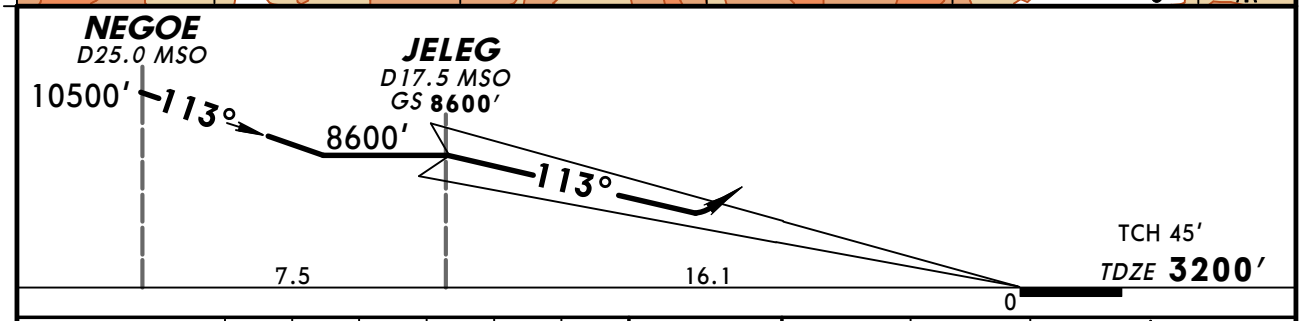
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME required.** 2. VGSI and ILS glidepath not coincident.
3. Pilot controlled lighting 118.4.



MSA MSO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at DA						

MALSR
PAPI

6200′

8500′ RT on MSO 112.8 R-150

STRAIGHT-IN LANDING RWY 11
ILS
DA(H) 5022′ (1822′)

FULL	RAIL or ALS out

TERPS AMEND 0B 30 JUN 2011

A
B
C
D

CHANGES: NAGOZ OM deleted.

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KMSO/MSO
MISSOULA INTL

JEPPESEN

12 NOV 10 (12-1) Eff 18 Nov

MISSOULA, MONT
RNAV (GPS) Y Rwy 11

BRIEFING STRIP ™

*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 3206′
Ch 65715 W-11B	113°	SUPPY 6300′ (3100′)	3896′ (696′)	TDZE 3200′

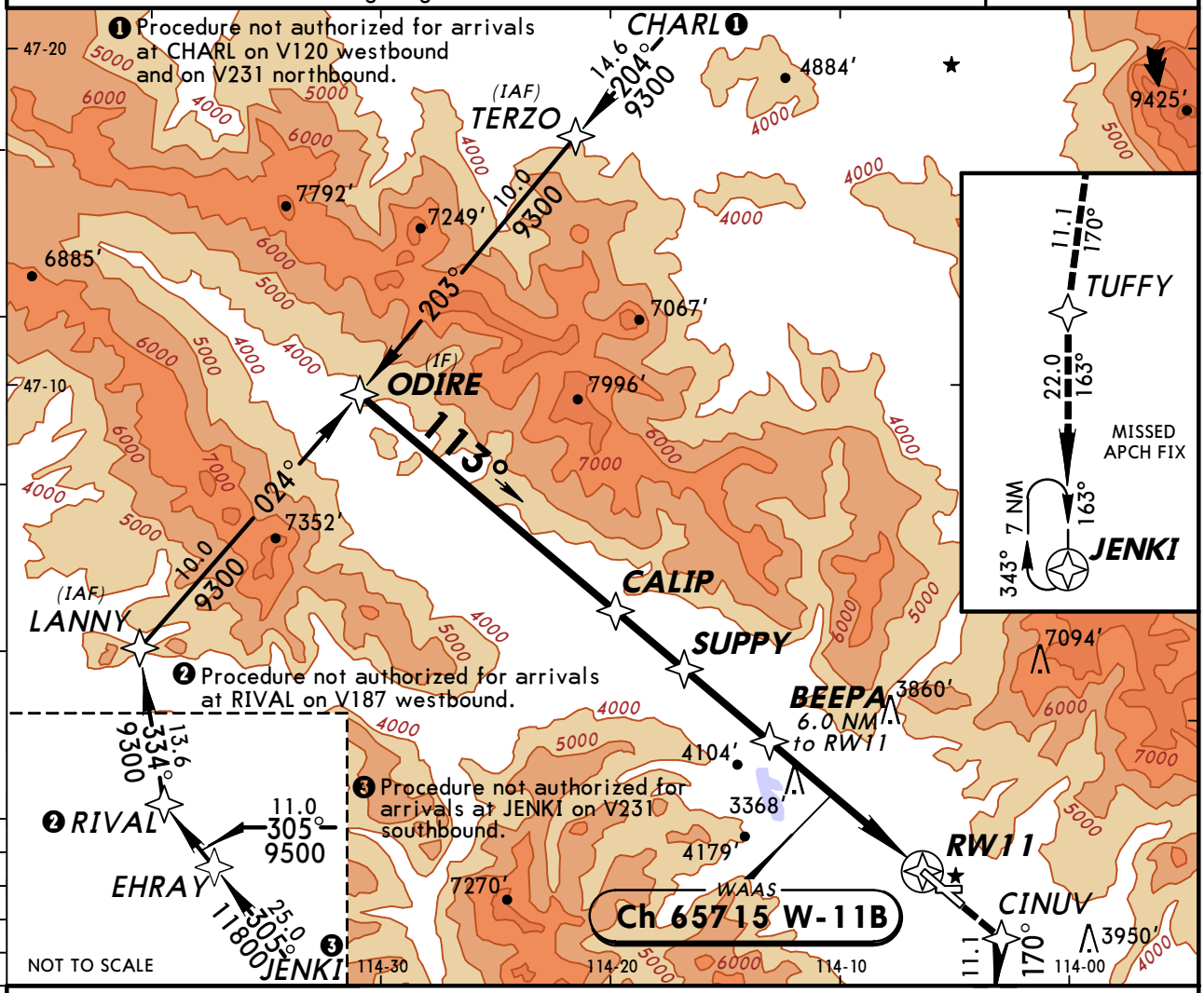
MISSED APCH: Climb to 12000′ direct CINUV and on track 170° to TUFFY and on track 163° to JENKI and hold, continue climb-in-hold to 12000′.

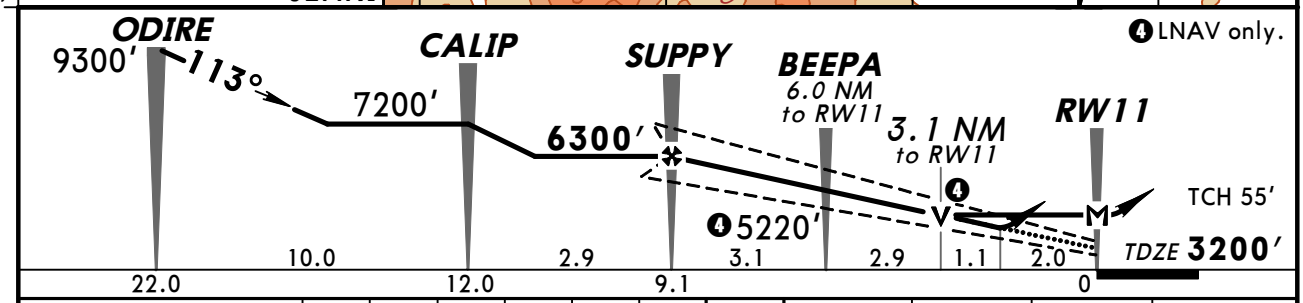
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.4.

11,100′

MSA RW11





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.08°	381	490	545	654	763	872
MAP at RW11							

MALSR / PAPI — 12000′ — CINUV

TERPS AMEND 2 18 NOV 2010

STRAIGHT-IN LANDING RWY 11

		❶ LPV DA(H) 3896′ (696′) RAIL or ALS out	❶ LNAV MDA(H) 4220′ (1020′) RAIL out	❶ LNAV MDA(H) 4220′ (1020′) ALS out	LNAV MDA(H) 5100′ (1900′) RAIL out	LNAV MDA(H) 5100′ (1900′) ALS out
A	2	2½	¾	1¼	1¼	
B			1	1½	1½	
C			2½	3	2½	3
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5100′ (1894′)-1¼
120	5100′ (1894′)-1½
140	5100′ (1894′)-3
165	

❶ Missed approach requires minimum climb of 290′/NM to 8300′.

CHANGES: Missed approach, notes.

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KMSO/MSO
MISSOULA INTL

JEPPESEN

12 NOV 10 (12-2) **Eff 18 Nov**

MISSOULA, MONT
RNAV (GPS)-D

BRIEFING STRIP ™

*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	335°	WOJHO 6800′ (3594′)	Refer to Minimums	3206′

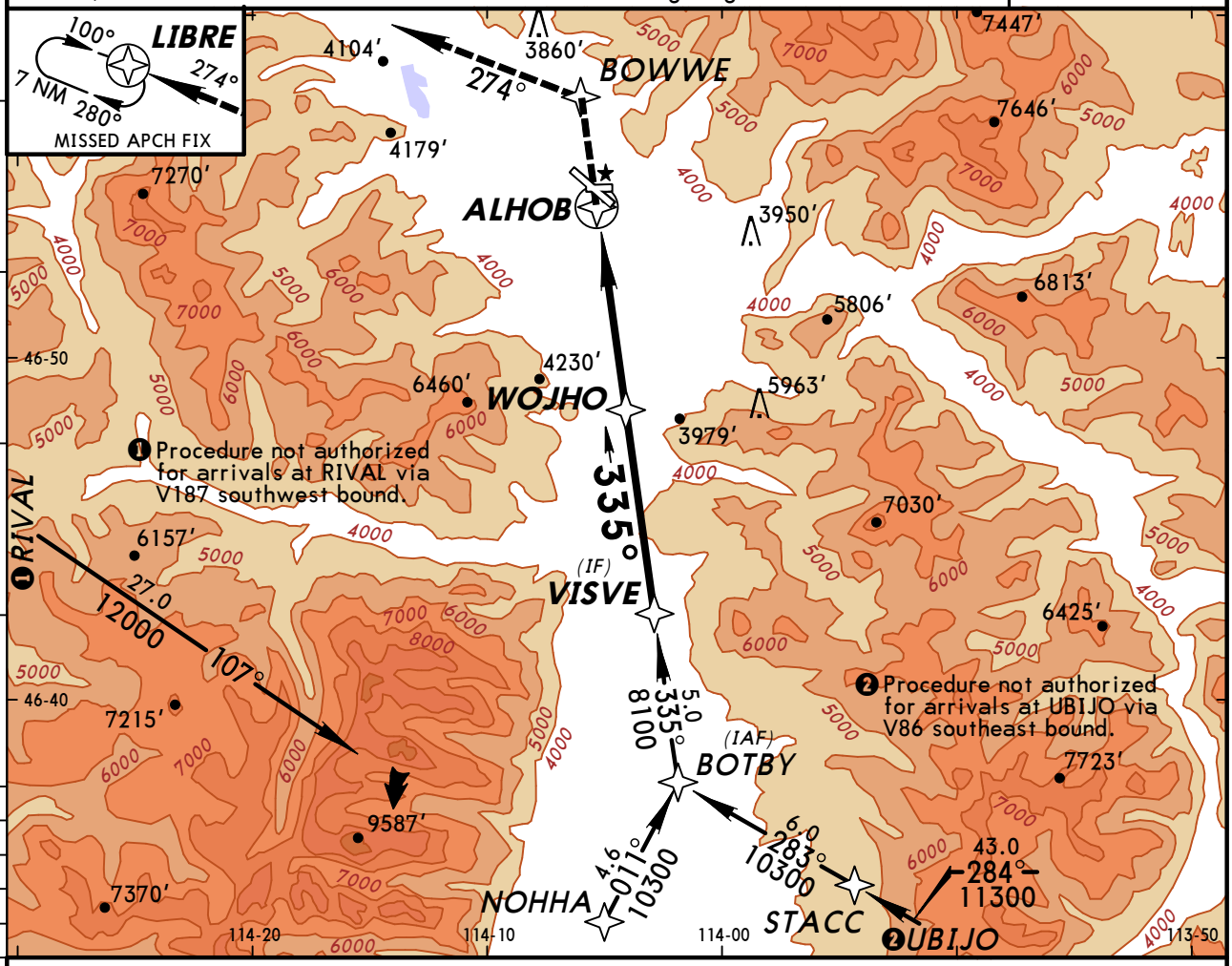
MISSED APCH: Climb to 9600′ direct BOWWE and on track 274° to LIBRE and hold, continue climb-in-hold to 9600′.

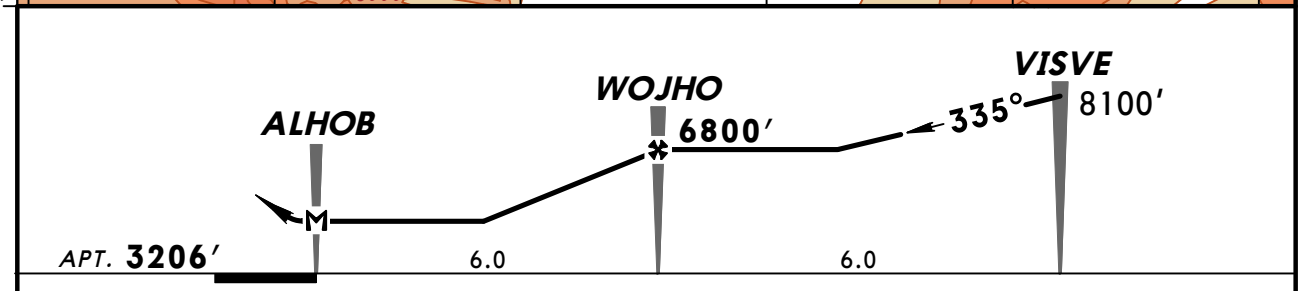
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.4.

10,800′

MSA ALHOB





MAP at ALHOB								Lighting - Refer to Airport Chart	9600′ ↑	D→ BOWWE

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	90	4540′(1334′)-1¼
B	120	4540′(1334′)-1½
C	140	4540′(1334′)-3
D	165	4700′(1494′)-3

TERPS AMEND 0 23 SEP 2010

CHANGES: None.

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KMSO/MSO
MISSOULA INTL

JEPPESEN
24 JUN 11 (12-20)

MISSOULA, MONT
RNAV (RNP) Z Rwy 11

BRIEFING STRIP ™

*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

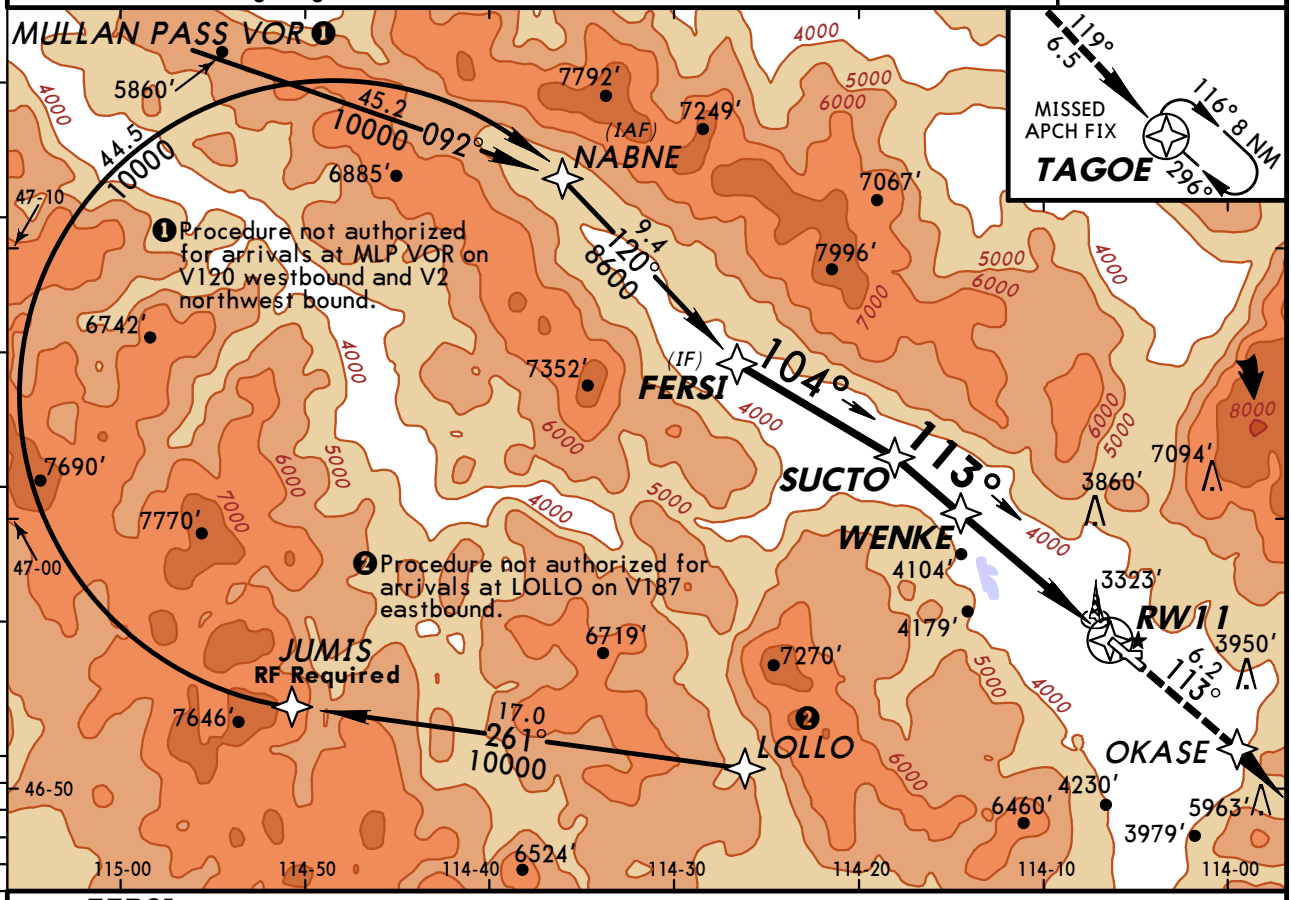
RNAV	Final Apch Crs	Minimum Alt WENKE	RNP 0.12 DA(H)	Apt Elev 3206′
	113°	5600′ (2400′)	3518′ (318′)	TDZE 3200′

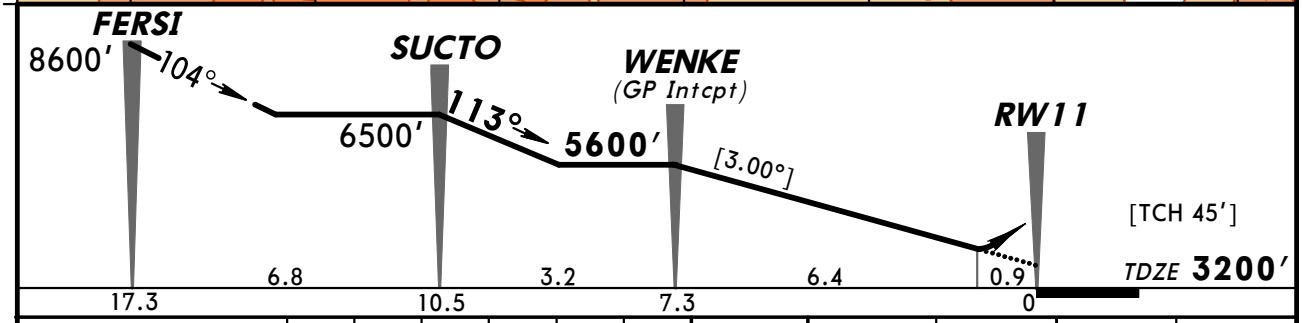
MISSED APCH: Climb to 13000′ via 113° track to OKASE and via 119° track to TAGOE and hold. Continue climb-in-hold to 13000′.

11,100′
MSA RW11

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -21°C (-6°F) or above 43°C (109°F). 4. VGSI and RNAV glidepath not coincident.
5. Pilot controlled lighting 118.4.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

13000′ via 113° OKASE

STRAIGHT-IN LANDING RWY 11

	❶ RNP 0.12 DA(H) 3518′(318′)		❷ RNP 0.30 DA(H) 3880′(680′)	
	RAIL out	ALS out	RAIL out	ALS out
A	3/4	1¼	2	2½
B				
C				
D				

❶ Missed approach requires minimum climb of 425′/NM to 8300′.
❷ Missed approach requires minimum climb of 350′/NM to 8300′; if unable see RNAV (GPS) Y Rwy 11.

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

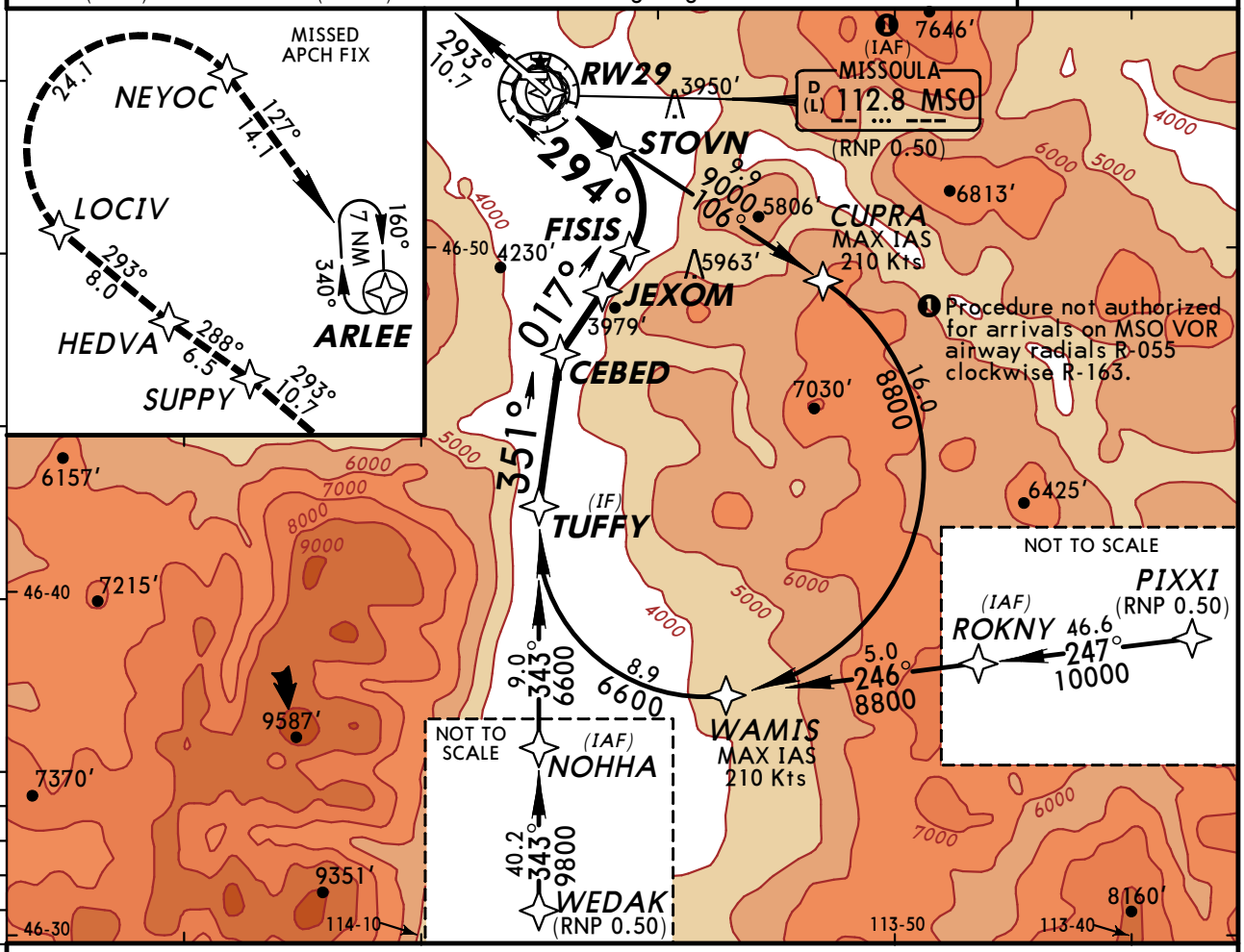
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 3206′
	294°	JEXOM 5600′ (2395′)	(CONDITIONAL) 3523′ (318′)	TDZE 3205′

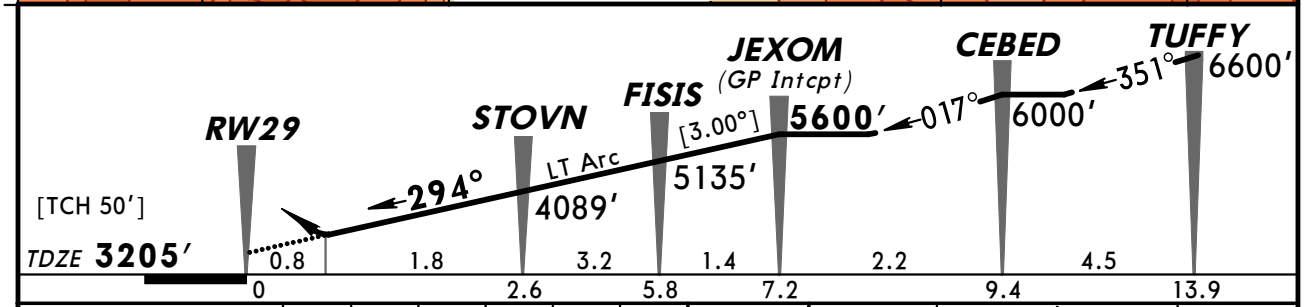
MISSED APCH: Climb to 11000′ via 293° track to SUPPY and via 288° track to HEDVA and via 293° track to LOCIV and via RIGHT turn to NEYOC and via 127° track to ARLEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. Use local altimeter setting; if not received, procedure not authorized.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -21°C (-5°C) or above 43°C (109°F). 5. Pilot controlled lighting 118.4.

10,900′
MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

11000′ via 293° SUPPY

STRAIGHT-IN LANDING RWY 29

[1] RNP 0.30 DA(H) 3523′(318′)	RNP 0.30 DA(H) 3581′(376′)
A: 1	1¼
B:	
C:	
D:	

[1] Missed approach requires minimum climb of 215′/NM to 5000′.

CHANGES: Procedure authorization note.

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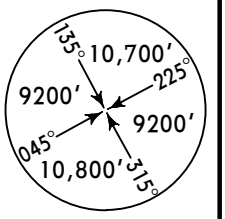
*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MSO 112.8	101°	HUSON 6900′ (3694′)	Refer to Minimums	3206′

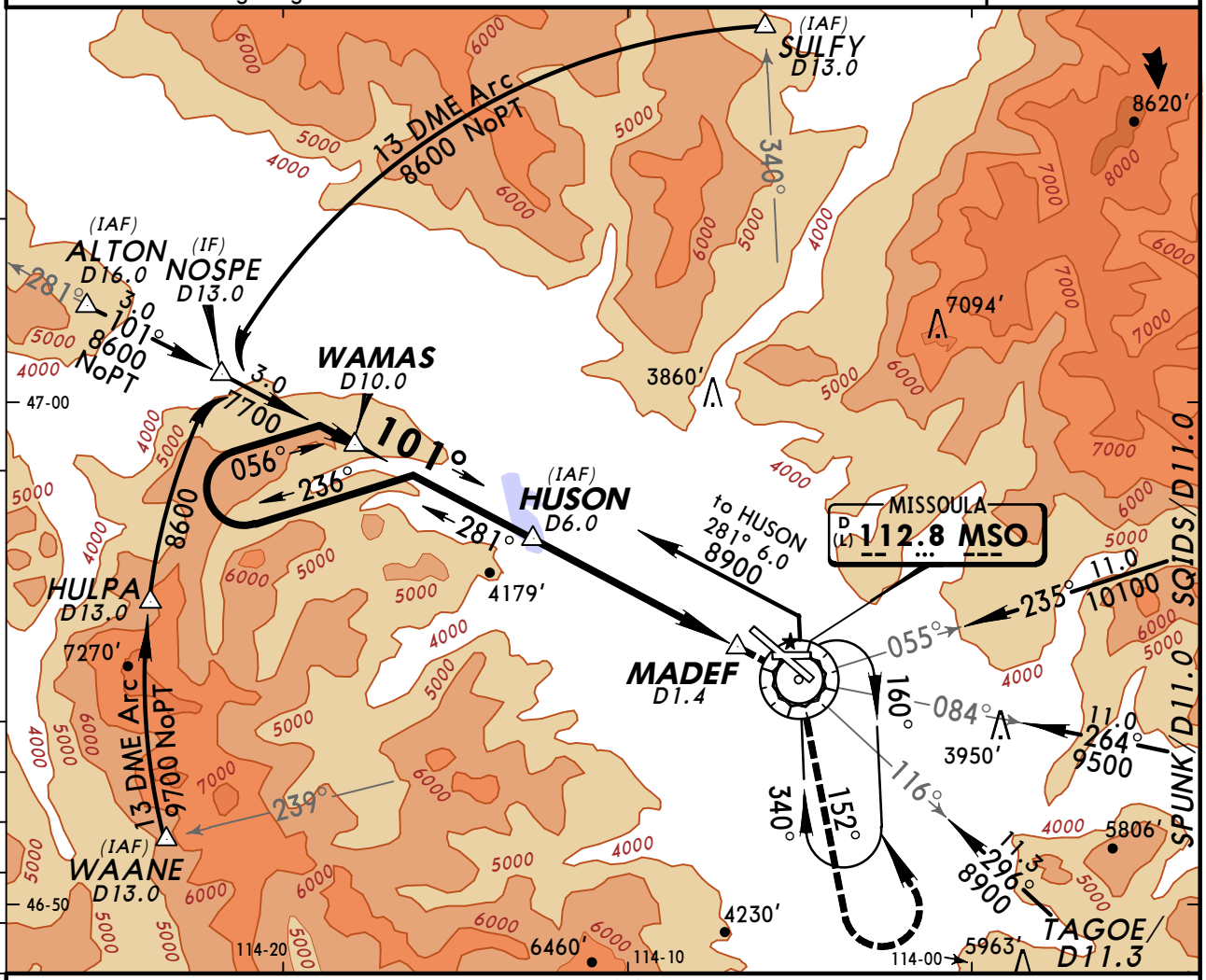
MISSED APCH: Climb direct to MSO VOR then climbing RIGHT turn to 8500′ outbound on MSO VOR R-152 then climbing LEFT turn to 9100′ direct to MSO VOR and hold.

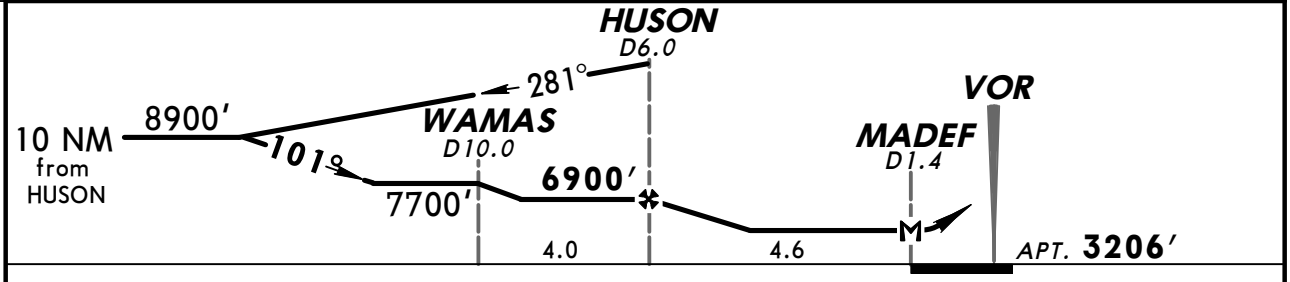
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.4.



MSA MSO VOR

BRIEFING STRIP ™





								Lighting - Refer to Airport Chart	↑	D→	MSO 112.8
MAP at MADEF											

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	5120′ (1914′)-1¼
B	120	5120′ (1914′)-1½
C	140	5120′ (1914′)-3
D	165	5160′ (1954′)-3

TERPS AMEND 12 23 SEP 2010

CHANGES: Procedure.

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KMSO/MSO
MISSOULA INTL

JEPPESEN

17 SEP 10 (13-2) **Eff 23 Sep**

MISSOULA, MONT
VOR DME-B

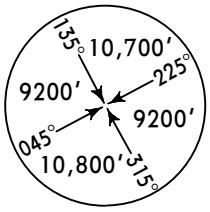
*ATIS	ASOS	*SPOKANE Approach (R)	SALT LAKE Center (R)	*MISSOULA Tower	*Ground
126.65	121.9 when Twr inop.	124.9	133.4 when App inop.	CTAF 118.4	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MSO 112.8	335°	STEVI 8100′ (4894′)	Refer to Minimums	3206′

MISSED APCH: Climb to 9600′ direct MSO VOR and outbound on MSO VOR R-281 to LIBRE/D23.0 and hold, continue climb-in-hold to 9600′.

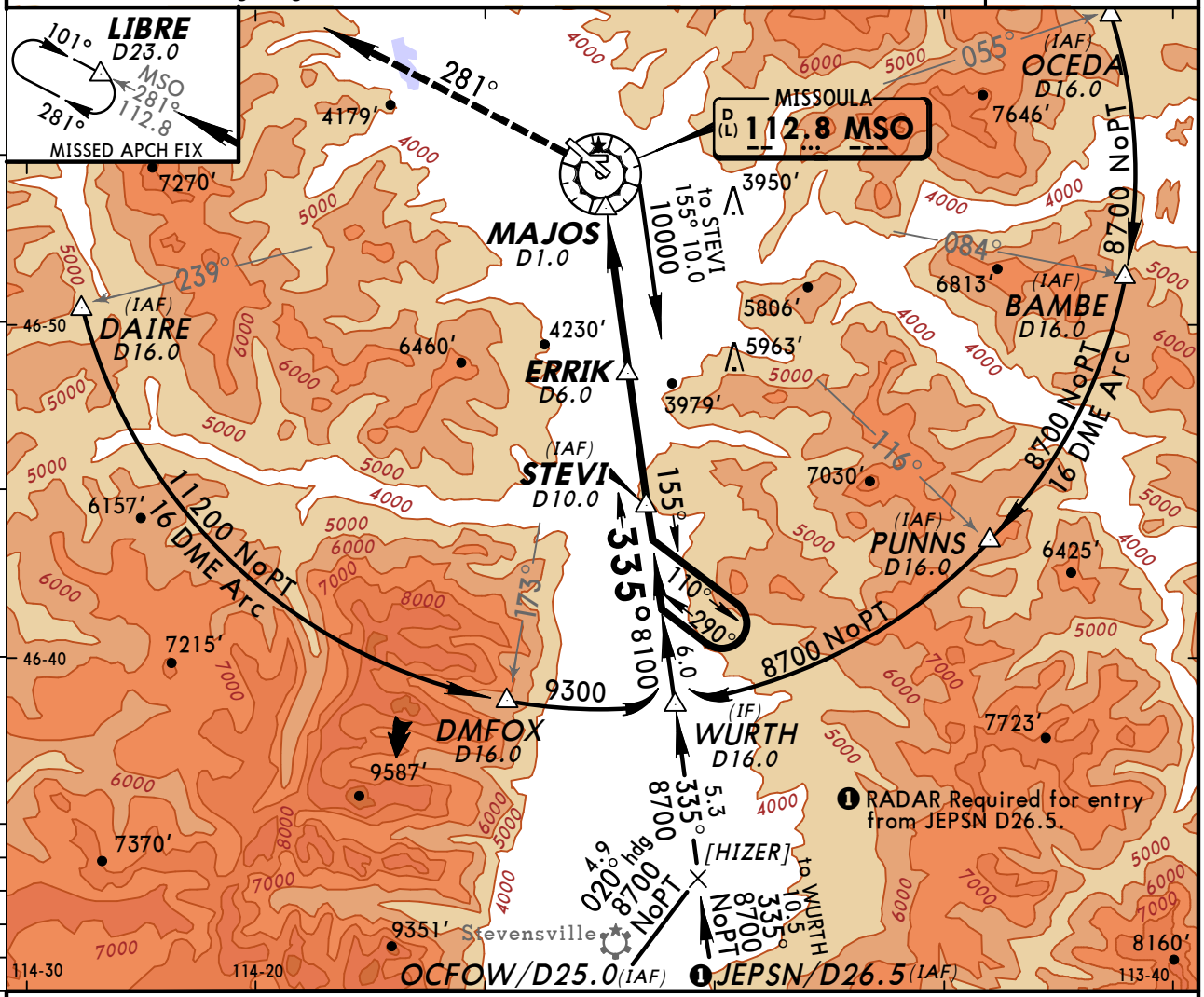
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

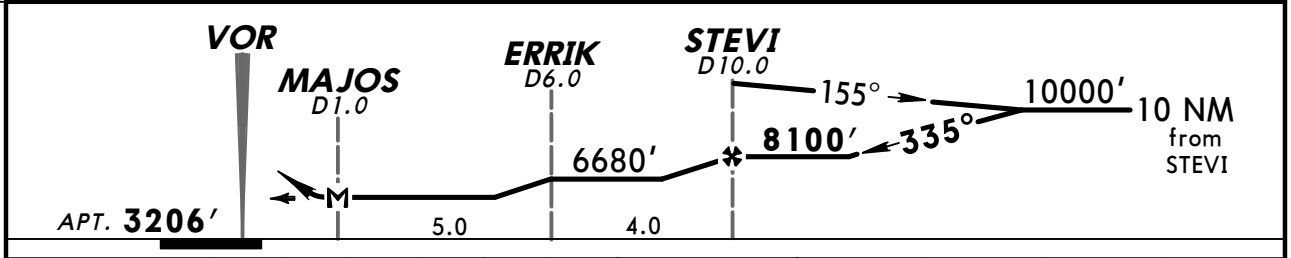
1. Pilot controlled lighting 118.4.



MSA MSO VOR

BRIEFING STRIP ™





								Lighting - Refer to Airport Chart	9600′	MSO 112.8
MAP at MAJOS										

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	4940′ (1734′)-1¼
B	120	4940′ (1734′)-1½
C	140	4940′ (1734′)-3
D	165	

TERPS AMEND 6 23 SEP 2010

CHANGES: Procedure.

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General Information

Location: West Yellowstone MT USA
IATA Code: WYS
Lat/Long: N44° 41.3' W111° 07.1'
Elevation: 6649 ft

Airport Use: Public
Magnetic Variation: 12.4°E
Sectional Chart: Great Falls

Fuel Types: 100 Octane (LL), Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1406 Z
Sunset: 0109 Z,

Runway Information

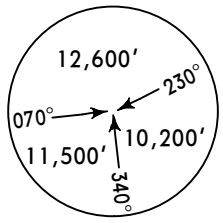
Runway: 01
Length x Width: 8400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6649 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 19
Length x Width: 8400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6638 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 118.1
Yellowstone Unicom 123.0 CTAF PCL
Great Falls Flight Service Station 119.4 RCO
Salt Lake City Center 132.4 Remote Communications Air-Ground

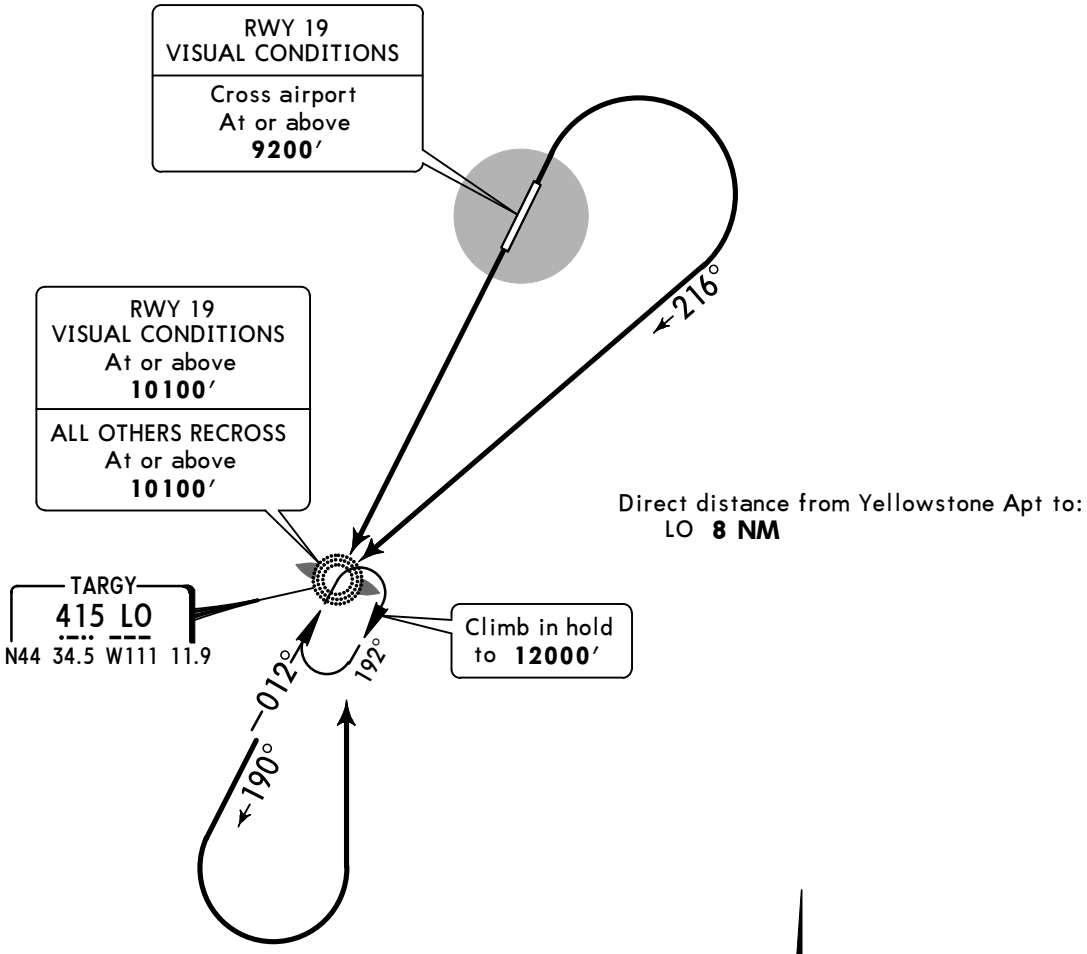
SALT LAKE Center	Apt Elev	Trans level: FL 180 Trans alt: 18000′
132.4	6649′	**1. ADF required.** **2. RADAR required.**



MSA LO LOM

OBSTACLE

TARGY ONE DEPARTURE (LOW1.LOW)



NOT TO SCALE

This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized).
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 270′ per NM to **7500′** or 2700-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350

OBSTACLES
Rwy 1: Fence 35′ from DER, 298′ LEFT of centerline, 14′ AGL/6635′ MSL.
Rwy 19: Tree 487′ from DER, 581′ RIGHT of centerline, 17′ AGL/6665′ MSL.

RWY	INITIAL CLIMB
1	Climbing RIGHT turn to intercept course 216° to LO, then on bearing 190° outbound and a LEFT turn direct to cross LO at or above **10100′.**
19	Climb direct to LO then outbound bearing 190° and a LEFT turn direct to cross LO at or above **10100′.** OR: Climb in visual conditions to cross Yellowstone airport at or above **9200′,** then direct LO at or above **10100′.**

ROUTING

At LO, continue climb in hold to **12000′**, EXPECT RADAR vectors with SALT LAKE Center.

CHANGES: New procedure at this airport.

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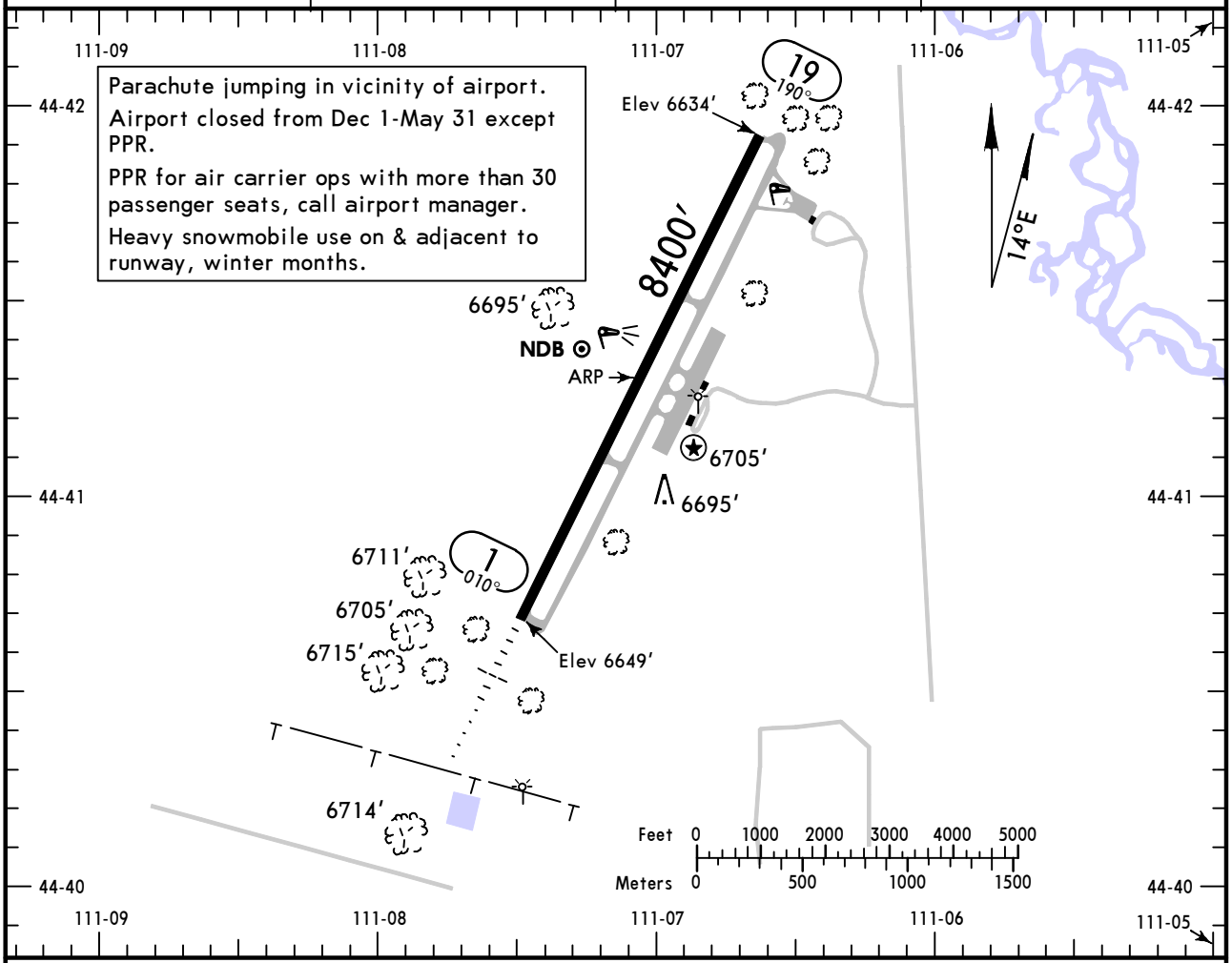
AWOS-3	GREAT FALLS Radio	YELLOWSTONE UNICOM	SALT LAKE Center
118.1	119.4	CTAF 123.0	132.4



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1	❶ HIRL ❶ MALSR PAPI-L	grooved		7424′		150′
19	❶ HIRL REIL VASI-L	grooved				

❶ Activate on 123.0.

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys		
1 & 2 Eng 3 & 4 Eng	**USE TARGY DEPARTURE**	A B C D	NA

AMEND 2

CHANGES: Take-off minimums.

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WEST YELLOWSTONE, MONT
ILS or LOC Rwy 1

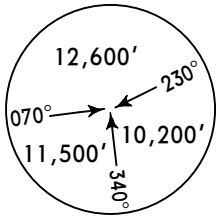
AWOS-3	SALT LAKE Center	GREAT FALLS Radio	YELLOWSTONE UNICOM
118.1	132.4	119.4	CTAF 123.0

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 6649′
ILOW 110.7	012°	LOM 8941′(2292′)	6849′(200′)	TDZE 6649′

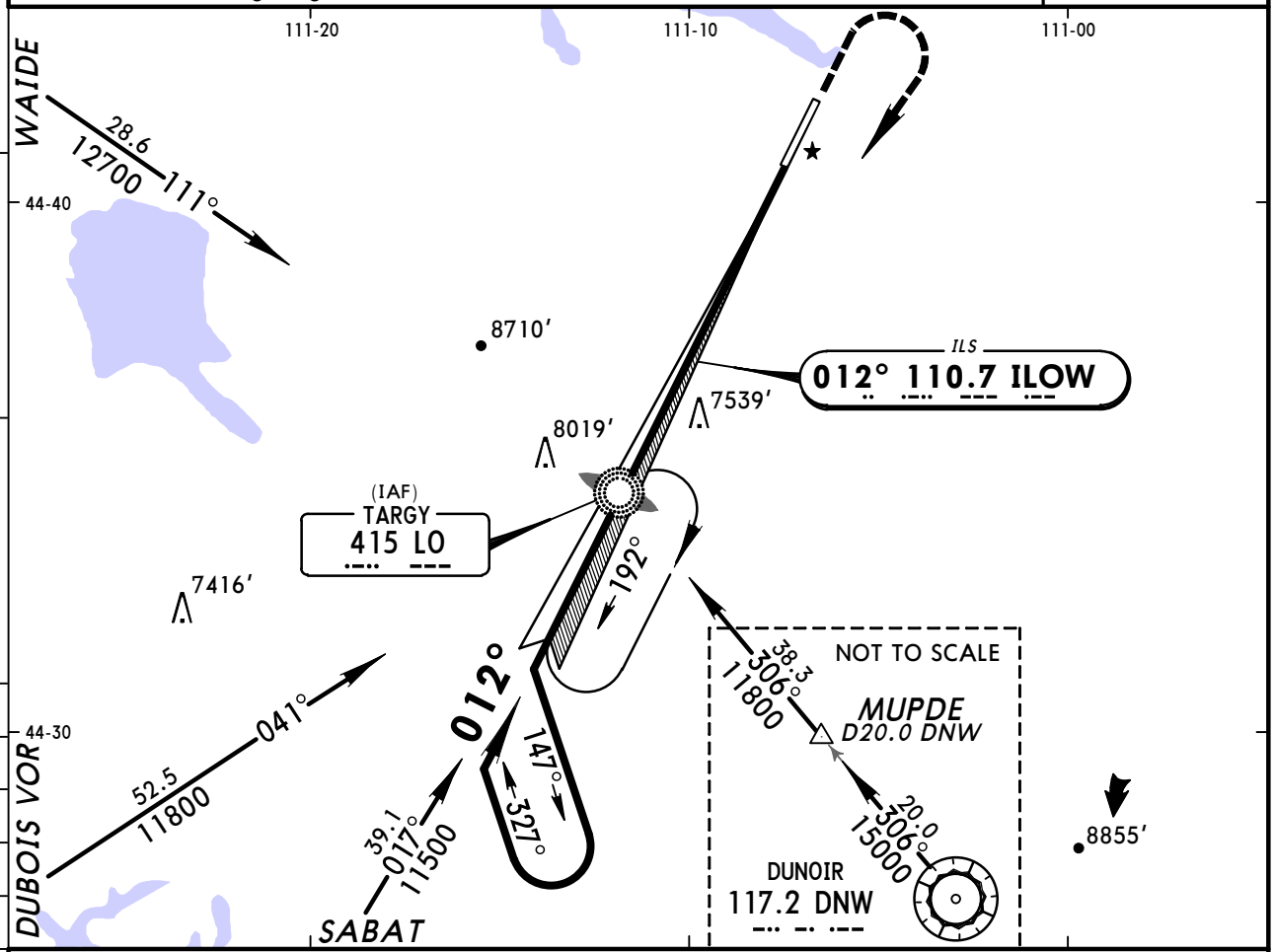
MISSED APCH: Climb to 9000′, then climbing RIGHT turn to 10100′ direct TARGY LOM and hold.

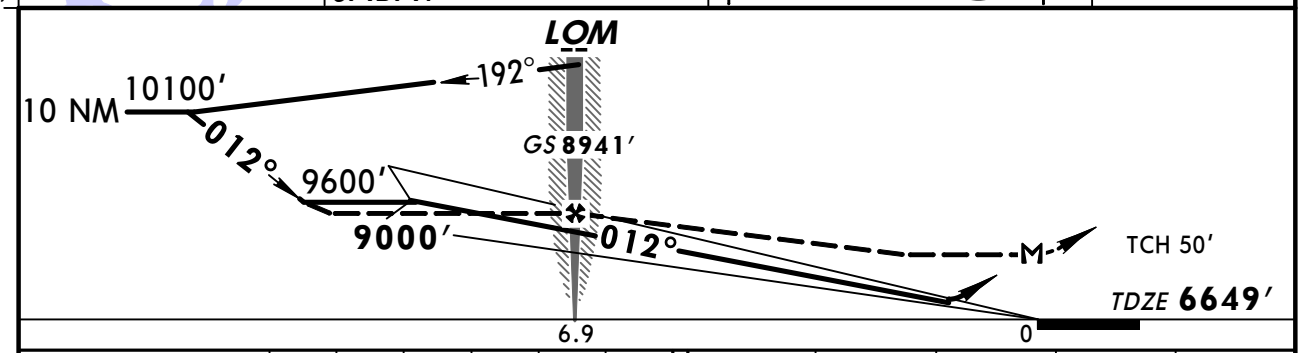
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **ADF required.** 2. Obtain local altimeter setting on CTAF; if not received, procedure not authorized. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 123.0.



MSA LO LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35

MALSR PAPI | 9000′ | 10100′ RT | D | LO 415

STRAIGHT-IN LANDING RWY 1

	ILS [1] DA(H) 6849′(200′) FULL	ILS [1] DA(H) 6849′(200′) RAIL or ALS out	ILS DA(H) 7449′(800′) FULL	ILS DA(H) 7449′(800′) RAIL or ALS out	LOC (GS out) MDA(H) 7780′(1131′) RAIL out	LOC (GS out) MDA(H) 7780′(1131′) ALS out
A	1/2	3/4	2 1/4	2 3/4	1 1/4	
B					1	1 1/2
C					2 1/2	3
D						

CIRCLE-TO-LAND Max Kts	MDA(H)
90	7780′(1131′)-1 1/4
120	7780′(1131′)-1 1/2
140	7780′(1131′)-3
165	

[1] Missed approach requires minimum climb of 300′/NM to 10100′.

TERPS AMEND 4 28 JUL 2011

CHANGES: Obstructions.

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KWYS/WYS
YELLOWSTONE

JEPPESEN
15 OCT 10 (12-1)

WEST YELLOWSTONE, MONT
RNAV (GPS) Rwy 1

AWOS-3	SALT LAKE Center	GREAT FALLS Radio	YELLOWSTONE UNICOM
118.1	132.4	119.4	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 6649′
Ch 86916 W-01A	012°	IVAKE 9500′ (2851′)	6849′ (200′)	TDZE 6649′

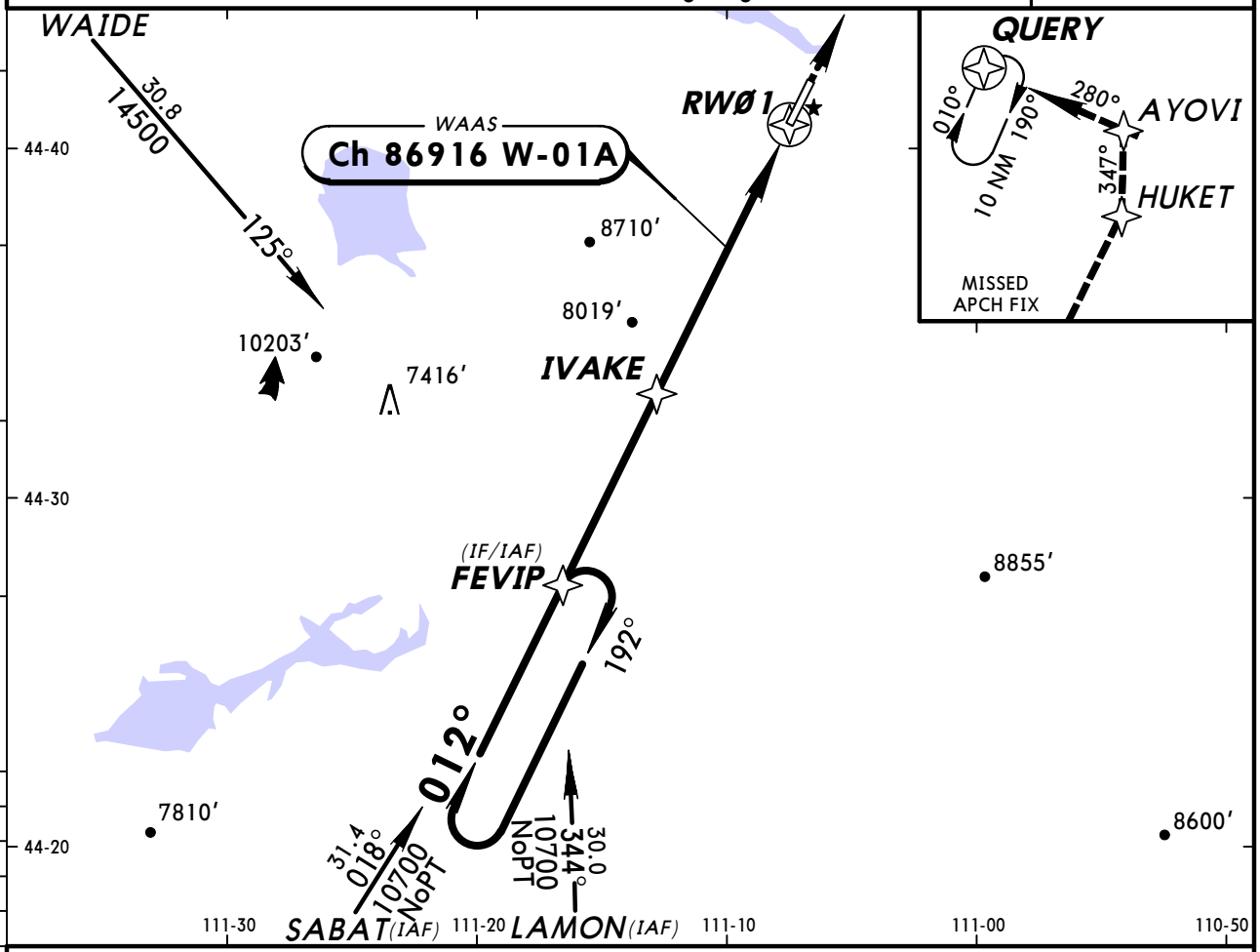
MISSED APCH: Climb to 15000′ direct HUKET and via track 347° to AYOVI and via track 280° to QUERY and hold.

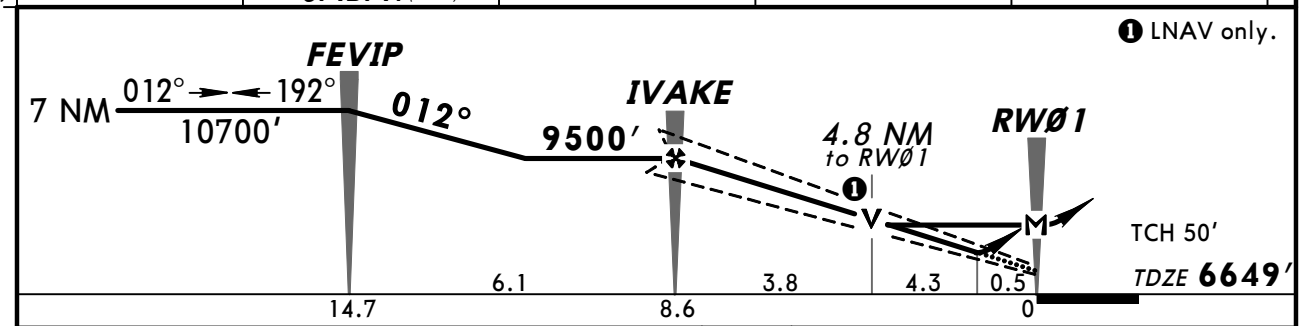
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 123.0.

12,600′
MSA RWØ1

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1							

MALSR
PAPI
15000′
HUKET

STRAIGHT-IN LANDING RWY 1

	LPV DA(H) 6849′ (200′)		LNAV MDA(H) 8240′ (1591′)	
		RAIL or ALS out	RAIL out	ALS out
A	½	¾	1¼	
B			1½	
C			2½	3
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8240′ (1591′)-1¼
120	8240′ (1591′)-1½
140	8240′ (1591′)-3
165	

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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KWYS/WYS
YELLOWSTONE

JEPPESEN

15 OCT 10 (12-2)

WEST YELLOWSTONE, MONT
RNAV (GPS) Rwy 19

AWOS-3	SALT LAKE Center	GREAT FALLS Radio	YELLOWSTONE UNICOM
118.1	132.4	119.4	CTAF 123.0

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt NASVE	LPV DA(H)	Apt Elev 6649′
Ch 82016 W-19A	192°	11500′ (4862′)	7184′ (546′)	TDZE 6638′

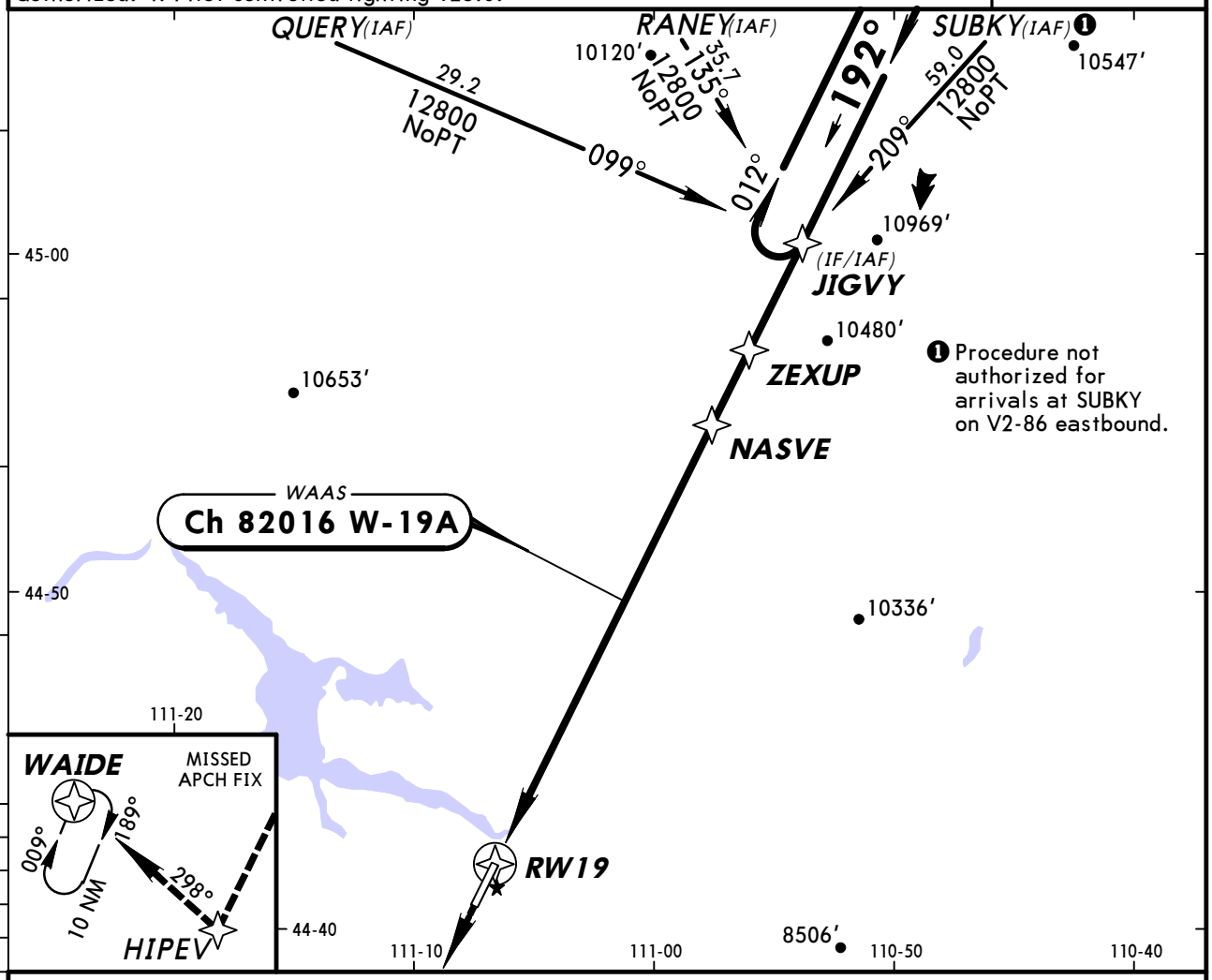
MISSED APCH: Climb to 15000′ direct HIPEV and RIGHT turn on track 298° to WAIDE and hold, continue climb-in-hold to 15000′.

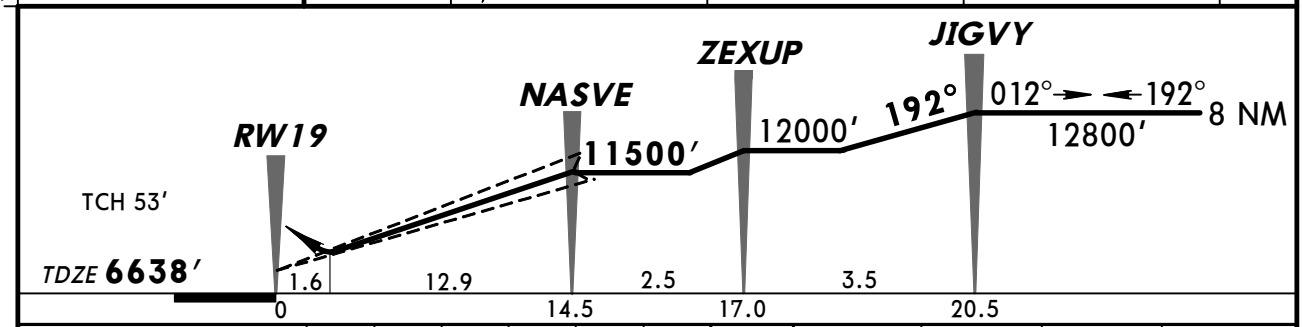
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.

12,600′

MSA RW19





Gnd speed-Kts		70	90	100	120	140	160		REIL	15000′	D	HIPEV
Glide Path Angle	3.00°	372	478	531	637	743	849		VASI-L			
MAP at DA												

STRAIGHT-IN LANDING RWY 19

LPV

DA(H) 7184′ (546′)

TERPS AMEND 0 23 SEP 2010

A
B
C
D

2

CHANGES: New procedure.

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WEST YELLOWSTONE, MONT
NDB Rwy 1

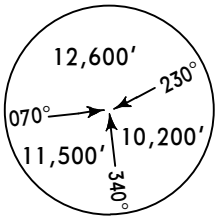
AWOS-3	SALT LAKE Center	GREAT FALLS Radio	YELLOWSTONE UNICOM
118.1	132.4	119.4	CTAF 123.0

LOM	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 6649′
LO 415	013°	8900′(2251′)	8240′(1591′)	TDZE 6649′

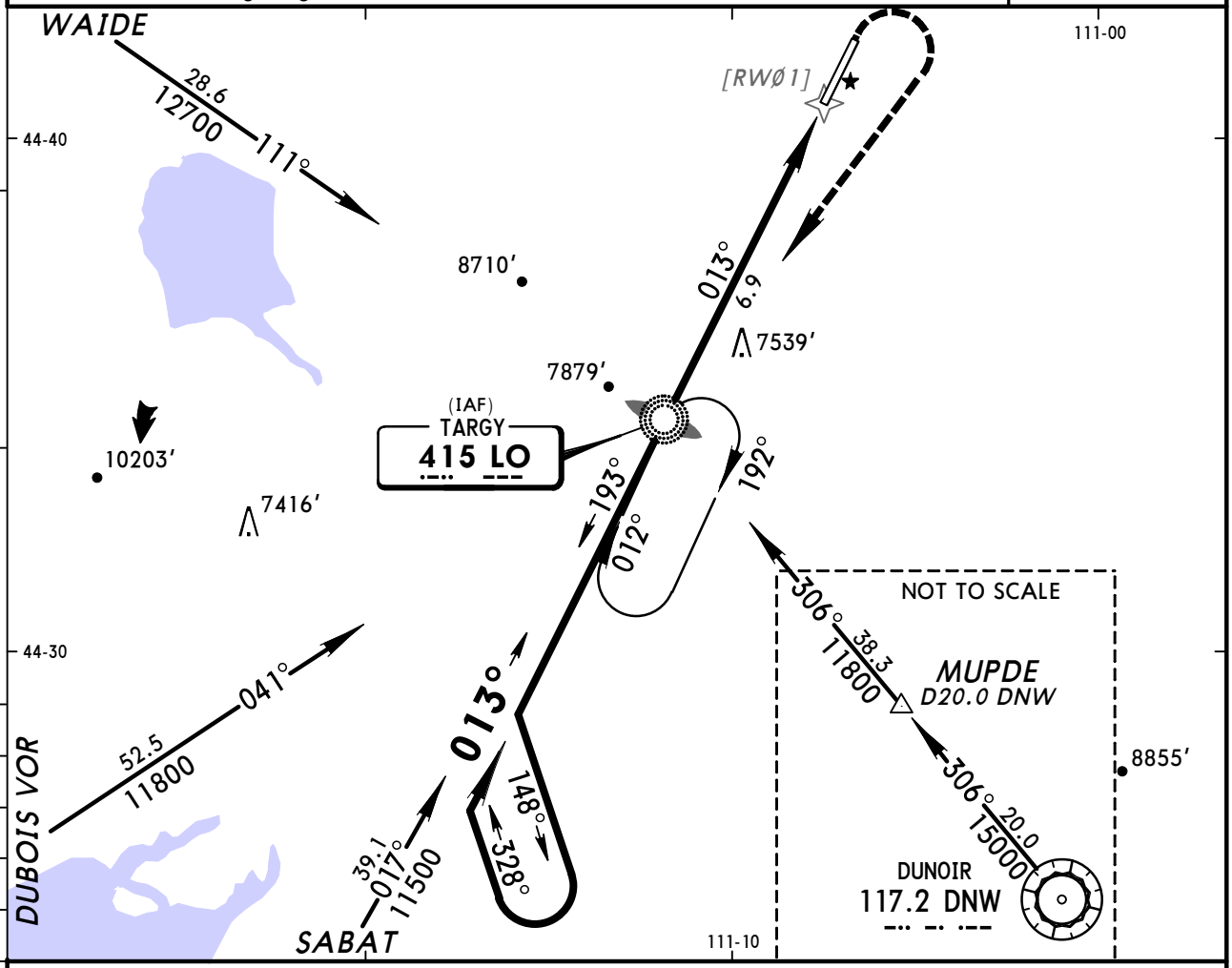
MISSED APCH: Climb to 9000′, then climbing RIGHT turn to 10100′ direct TARGY LOM and hold.

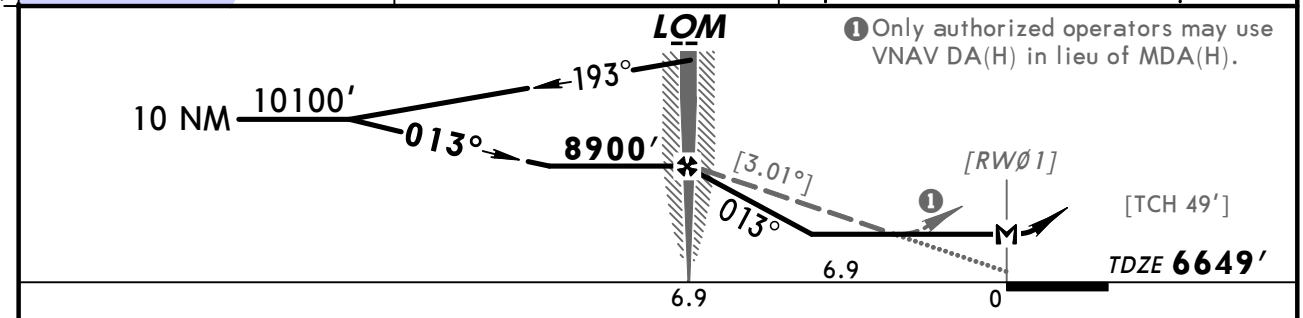
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.
2. Pilot controlled lighting 123.0.



MSA LO LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle [3.01°]		373	479	532	639	745	852
LOM to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35

MALSR PAPI | 9000′ | 10100′ RT | LO 415

STRAIGHT-IN LANDING RWY 1
MDA(H) 8240′(1591′)

	RAIL out	ALS out
A	1¼	
B	1½	
C	2½	3
D	2¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	8240′(1591′) - 1¼
120	8240′(1591′) - 1½
140	8240′(1591′) - 3
165	

TERPS AMEND 4 28 JUL 2011

CHANGES: Procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GLASGOW, MT (GLASGOW INDUSTRIAL - 07MT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport 07MT

No Chart Change Notices for Airport KBIL

No Chart Change Notices for Airport KBTM

No Chart Change Notices for Airport KBZN

No Chart Change Notices for Airport KDLN

No Chart Change Notices for Airport KGPI

No Chart Change Notices for Airport KGTF

No Chart Change Notices for Airport KHLN

No Chart Change Notices for Airport KMSO

No Chart Change Notices for Airport KWYS