

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> BZN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 12	<u>ORIGINAL/AMENDMENT</u> 10	<u>CITY</u> BOZEMAN	<u>STATE</u> MT
<u>AIRPORT ELEVATION</u> 4473	<u>TDZE</u> 4443	<u>SUPERSEDED</u> ILS OR LOC RWY 12	<u>ORIGINAL/AMENDMENT</u> 9D	<u>DATED</u> 05/19/2022
<u>FACILITY</u> I-BZN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 13E
				<u>EPOCH YEAR</u> 2010
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HIA VOR/DME		HEBIV/HIA 19.00 DME					060.36	19.00	9400
HEBIV/HIA 19.00 DME		THESE INT/HIA 26.87 DME					060.36	7.87 (HIA R-060)	8300
BZN VOR/DME		FALIA INT/BZN 15.00 DME					297.17	15.00	8400
THESE INT/HIA 26.87 DME	IAF	FALIA INT/BZN 15.00 DME	NOPT				041.72 & 122.76	4.46 & 2.73 (BZN)	8000
BRIGR INT/BZN R-223/15.00 DME CW	IAF	FALIA INT/BZN 15.00 DME	NOPT				15.00 DME ARC	(BZN LR-289)	8000
KICDO/R-320/15.00 DME CCW	IAF	ZOPKA/BZN R-306/15.00 DME CCW	NOPT				15.00 DME ARC		8400
ZOPKA/BZN 15.00 DME CCW		FALIA INT/BZN 15.00 DME					15.00 DME ARC		8000
FALIA INT/BZN 15.00 DME	IF/IAF	WIVKO INT/BZN 9.80 DME					122.76	5.20 (BZN)	7200
WIVKO INT/BZN 9.80 DME		MANNI INT/BZN 7.80 DME	PFAF				122.76	2.00 (BZN)	6800

MISSED APPROACH

MAP:

ILS: DA

LOC: 7.29 NM AFTER MANNI INT/BZN 7.80 DME OR AT BZN 0.53 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5200 THEN CLIMBING RIGHT TURN TO 9000 ON HEADING 250 AND ON BZN VOR/DME R-223 TO BRIGR INT/BZN 15.00 DME AND HOLD. CONTINUE CLIMB-IN-HOLD TO 9000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
11
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD NW FALIA INT/BZN 15.00 DME, RT, 122.76 INBOUND, 8000 FT. IN LIEU OF PT (IAF), MAX 14000.														
3.	FAC:	122.76	FAF:	MANNI INT/BZN 7.80 DME	DIST FAF TO MAP:	7.29	DIST FAF TO THLD:	7.29							
4.	MIN ALT:	FALIA INT/BZN 15.00 DME 8000, WIVKO INT/BZN 9.80 DME 7200, MANNI INT/BZN 7.80 DME 6800													
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	GS ANT:	905								
6.	MIN GS INCPT:	6800	GS ALT AT PFAF:	GP INTCP 6800		OM:		MM:		IM:					
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	52.5									
8.	MSA FROM:	BZN VOR/DME 090-270 12200, 270-360 10600, 360-090 10900													

PBN REQUIREMENTS NOTE:

RADAR REQUIRED FOR PROCEDURE ENTRY AT BRIGR INT.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 3-21 AND 11-29.
CHART NOTE: DME FROM BZN VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BZN AND BZN DME.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 12 CAT C/D VISIBILITY TO 2 SM.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 093.83 INBOUND.
FAS OBST: 4840 AAO 455442N/1111809W.
5141 AAO 455509N/1111933W.
CHART VDP AT 2.64 DME.
DISTANCE VDP TO THLD 2.13 NM.
CHART BZN R-223 AT BRIGR.
CHART BZN R-320 AT KICDO.
CHART BZN R-306 AT ZOPKA.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 12	4643	1/2	200	4643	1/2	200	4643	1/2	200	4643	1/2	200			
S-LOC 12	5160	1/2	717	5160	1/2	717	5160	1 5/8	717	5160	1 5/8	717			
CIRCLING	5160	1	687	5160	1	687	5160	2	687	5360	3	887			



CHANGES - REASONS

1. REMOVED ALT MISSED INSTRUCTIONS - MANNI LOM DECOMISSIONED
2. MOVED PFAF .20NM NORTHWEST FROM MANNI LOM TO FIX MANNI - MANNI LOM DECOMISSIONED
3. ADDED SDF WIVKO ON INTERMEDIATE LEG - NEW CONTROLLING OBS/OBS AVOIDANCE
4. MSA CENTER POINT MOVED FROM BZN LOM TO BZN VOR/DME - MANNI LOM DECOMISSIONED
5. COMBINED MSA SOUTHEAST AND SOUTHWEST SECTORS NEW COMBINED ALTITUDE 12200 MSL, INCREASED SECTOR 090/180 FROM 9000 MSL TO 10600 MSL - MOVED MSA CENTER POINT TO BZN VOR/DME AND NEW CONTROLLING OBS
- 6 .INCREASED LOC ALL CATS MDA/HAT FROM 4860/417 TO 5160/717- NEW CONTROLLING OBS
7. INCREASED LOC CATS CID VISIBILITY REQUIRMENTS FROM 3/4 SM TO 1 5/8 SM - NEW CONTROLLING OBS
8. CHANGED FAF TO MAP FROM 7.09 TO 7.29 - NEW FAF LOCATION FIX MANNI
9. CHANGED FAF TO THLD FROM 7.09 TO 7.29 - NEW FAF LOCATION FIX MANNI
10. INCREASED CIRCLING CATS A/B MDA/HAA FROM 4940/467 TO 5160/687 - NEW CONTROLLING OBS
11. CHANGED MISSED APPROACH FROM "CLIMB TO 5200 THEN CLIMBING RIGHT TURN TO 8000 ON HEADING 250 AND ON BZN VOR/DME R-223 TO BRIGR INT/ BZN 15.00 DME AND HOLD" TO "CLIMB TO 5200 THEN CLIMBING RIGHT TURN TO 9000 ON HEADING 250 AND ON BZN VOR/DME R-223 TO BRIGR INT/ BZN 15.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 9000" - NEW CONTROLLING OBS
12. CHANGED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 12 CAT C/D VISIBILITY TO 1 1/8 SM. TO CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 12 CAT C/D VISIBILITY TO 2SM.
13. REMOVED CHART IN PLANVIEW: MANNI LOM - MANNI LOM DECOMISSIONED
14. CHANGED FAS OBS FROM 4549 AAO 454919N/1111343W TO 4840 AAO 455442.00N/1111809.00W - NEW FAS OBSTACLE
15. ADDED CHART NOTE: DME FROM BZN VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BZN AND BZN DME - SIMULTANEOUS USE REQUIRED
16. ADDED ADDITIONAL FLIGHT DATA: CHART VDP AT 2.64 DME - VDP ESTABLISHED
17. ADDED ADDITIONAL FLIGHT DATA: VDP TO THLD 2.13 NM - VDP ESTABLISHED
18. UPDATED PBN REQUIREMENTS NOTE FROM RADAR REQUIRED FOR PROCEDURE ENTRY AT BRIGR. TO READ RADAR REQUIRED FOR PROCEDURE ENTRY AT BRIGR INT. - CORRECTED FORMATTING
19. ADDED 7:1 OBS 5141 AAO - 7:1 OBS IDENTIFIED
20. INCREASED FEEDER ROUTE BZN VOR/DME- FALIA FROM 8100 FT MSL TO 8400 FT MSL- 300 FT ROC REDUCTION NA DUE TO PRECIPITOUS TERRAIN

07/29/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/07/2024:

1. ON PAGE 1 OF THIS FORM IN TERMINAL ROUTES SECTION, CHANGED ALL INSTANCES OF "I-BZN" TO "BZN".
2. THROUGHOUT FORM 8260-3 AND 8260-9, CHANGED ALL INSTANCES OF "MANNI INT/I-BZN 9.06 DME" TO "MANNI INT/BZN 7.80 DME".

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZLC, BIG SKY APP CON, BZN ATCT, AMGR

FLIGHT CHECKED BY

TROY E DEVINE

Digitally signed by

JOHN BORDY

Jul 29, 2024

OFFICE

FPO

DATE

06/06/2024

DEVELOPED BY

JOHN BORDY (PHILLIP SMART)

Digitally signed by

JOHN BORDY

Jul 29, 2024

OFFICE

AJV-A33

DATE

01/05/2024

APPROVED BY

JOHN BORDY

Digitally signed by

JOHN BORDY

Jul 29, 2024

OFFICE

AJV-33

DATE

07/29/2024

TITLE

MANAGER



FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BZN	ILS OR LOC RWY 12	10	BOZEMAN	MT	4473	I-BZN

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HIA VOR/DME **TO** HEBIV/HIA 19.00 DME

<u>RNP</u>	<u>DISTANCE</u> 19.00	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455636.00N/1120203.00W	7349	215	8	4B	2000					9400
TERRAIN	455636.00N/1120203.00W	7148 (7100)								AS1500	8600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER: STEPDOWN

FROM HEBIV/HIA 19.00 DME **TO** THESE INT/HIA 26.87 DME

<u>RNP</u>	<u>DISTANCE</u> 7.87	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455300.00N/1113933.00W	5696	215	8	4B	2000				AT604	8300
TERRAIN	455300.00N/1113933.00W	5495 (5500)								AS1500	7000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FEEDER

FROM

BZN VOR/DME

TO

FALIA INT/BZN 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	15.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455854.00N/1111830.00W	6375	215	8	4B	2000					8400
TERRAIN	455854.00N/1111830.00W	6174 (6200)								AS1500	7700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MOUNTAINOUS TERRAIN ADJUSTMENT NA PER TARGETS.

INITIAL

FROM

THESE INT/HIA 26.87 DME

TO

FALIA INT/BZN 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	4.46										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460057.00N/1113033.00W	6057	215	8	4B	1000				PR160 AT783	8000
TERRAIN	460057.00N/1113033.00W	5856 (5900)								AS1500	7400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: ARC

FROM

BRIGR INT/BZN R-223/15.00 DME CW

TO

FALIA INT/BZN 15.00 DME

<u>RNP</u>	<u>DISTANCE</u> 15.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	453930.00N/1113412.00W	5657	215	8	4B	1000				PR130 AT1213	8000
TERRAIN	453930.00N/1113412.00W	5456 (5500)								AS1500	7000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

KICDO/R-320/15.00 DME CCW

TO

ZOPKA/BZN R-306/15.00 DME CCW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460203.00N/1111615.00W	7254	215	8	4B	1000				PR89	8400
TERRAIN	460033.00N/1111724.00W	6650 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: ARC STEPDOWN

FROM

ZOPKA/BZN 15.00 DME CCW

TO

FALIA INT/BZN 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455812.00N/1111942.00W	6237	215	8	4B	1000				PR150 AT613	8000
TERRAIN	455754.00N/1112051.00W	5590 (5600)								AS1500	7100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

FALIA INT/BZN 15.00 DME (IF/IAF)

TO

WIVKO INT/BZN 9.80 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	5.20										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455918.00N/1111757.00W	6644	215	8	4B	500				SA-102 PR150	7200
TERRAIN	455854.00N/1111830.00W	6174 (6200)								AS1000	7200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

WIVKO INT/BZN 9.80 DME

TO

MANNI INT/BZN 7.80 DME

<u>RNP</u>	<u>DISTANCE</u> 2.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	455527.00N/1111733.00W	5447	215	8	4B	500				AT853	6800
TERRAIN	455527.00N/1111700.00W	5167 (5200)								AS1500	6700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

GP INTCF

TO

RW12

<u>RNP</u>	<u>DISTANCE</u> 7.29	<u>PAT</u>	<u>MAP</u> DA		<u>HAT</u> 200		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4643

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

MANNI INT/BZN 7.80 DME

TO

7.29 NM AFTER MANNI INT/BZN 7.80 DME OR AT BZN 0.53 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

7.29

7.29 NM AFTER MANNI INT/
BZN 7.80 DME OR AT BZN
0.53 DME

717

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	455442.00N/1111809.00W	4840	215	8	4B	250				XL65	5160

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

FALIA INT/BZN 15.00 DME

TO

P-10

RNP

DISTANCE

PAT

MAP

HAT

HMAS

P-10

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	460030.00N/1111730.00W	6779	215	8	4B	1000				PR210	8000
TERRAIN	460030.00N/1111730.00W	6578 (6600)								AS1000	7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

BRIGR INT/BZN VOR/DME 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 4468			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				9000
AAO	453342.00N/1112257.00W	6890	215	8	4B	1000				PR90	8000
TERRAIN	453342.00N/1112257.00W	6689 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

7.29 NM AFTER MANNI INT/BZN 7.80 DME OR AT BZN 0.53 DME

TO

BRIGR INT/BZN VOR/DME 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>			<u>HMAS</u> 4845			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				9000
AAO	453342.00N/1112257.00W	6890	215	8	4B	1000				PR90	8000
TERRAIN	453342.00N/1112257.00W	6689 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

BZN

PROCEDURE NAME

ILS OR LOC RWY 12

AMDT NO.

10

CITY

BOZEMAN

STATE

MT

AIRPORT ELEVATION

4473

FACILITY

I-BZN

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
19. VERT STRU (30-021374)	454544.49N/1110853.78W	1.38	687	4627	20	10	1B	300		SI	5160
CATEGORY B											
19. VERT STRU (30-021374)	454544.49N/1110853.78W	1.97	687	4627	20	10	1B	300		SI	5160
CATEGORY C											
20. TWR (30-000058)	454610.00N/1111330.00W	3.12	687	4797	500	50	5D	300		AC50	5160
CATEGORY D											
AAO	454500.00N/1110257.00W	4.09	887	5013	215	8	4B	300			5360

CIRCLING REMARKS:

MSA

CENTERBZN VOR/DME

RADIUS25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	AAO	452206.00N/1112157.00W	182	26.5	11197	215	8	4B	1000			12200
270-360	AAO	455618.00N/1105912.00W	019	11.7	9564	215	8	4B	1000			10600
360-090	AAO	455345.00N/1105806.00W	031	10.3	9856	215	8	4B	1000			10900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC, BZN TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> BZN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> BZN	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

KBZN ASOS ON WMSCR AND CONSIDERED RELIABLE. NO SUITABLE BACK-UP ALTIMETER SOURCE AVAILABLE OR REQUIRED.

<u>PRIMARY NAVAID</u> I-BZN	<u>MONITOR POINT</u> POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW03		BSC-G	
RW11 - MIRL (PCL), PAPI-4L		BSC-G	
RW21		BSC-G	
RW29 - MIRL (PCL), PAPI-4L		BSC-G	
RW12 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	
RW30 - REIL (PCL), HIRL (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 4424.9	<u>TCH</u> 52.5	<u>ELEV GS ANTENNA</u> 4428.0	<u>DISTANCE FROM RWY</u> 905	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 52.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FOOT NON-SURVEYED VEGETATION USED AS PER WFPT.

CIRCLING NA TO RWYS 3/21 AND 11/29 BY DIRECTION OF FPT AND AIRPORT - RUNWAYS DO NOT MEET AC 150/5300-13 DESIGN STANDARDS FOR AN INSTRUMENT RUNWAY AND ARE INTENDED AS VISUAL RUNWAYS ONLY.

ORDER 8260.3 CHAPTER 2 APPLIED TO 5141 AAO 455509.00N/1111933.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	12.50
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	6.32
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	135.76
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	6000
DISTANCE FROM	THLD	TO 1500FT POINT	13.50
WIDTH OF	INITIAL	SEGMENT AT 1500FT POINT	
TRUE COURSE OF	INITIAL*	SEGMENT CONTAINING 1500FT POINT	135.76
HIGH TERRAIN IN	INITIAL	SEGMENT CONTAINING 1500FT POINT	6600*

THRESHOLD COORDINATES (IF STR-IN)	454717.11N/1110959.33W
ARP COORDINATES	454638.05N/1110900.94W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 12 DISTANCE 0.94 NM
FAF COORDINATES	455230.24N/1111716.21W
FIX NAME COORDINATES	IF FALIA 455739.16N/1112429.18W

REMARKS

*1500FT POINT LOCATED IN HOLD-IN-LIEU PATTERN AREA. HOLDING PATTERN INFORMATION: HOLD NW FALIA, RIGHT TURNS, 135.76 (TRUE) INBOUND. HOLDING TEMPLATE SIZE 10.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (PHILLIP SMART)	AJV-A33	01/05/2024	AERONAUTICAL INFORMATION SPECIALIST

