

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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> BHK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> BAKER	<u>STATE</u> MT
<u>AIRPORT ELEVATION</u> 2981	<u>TDZE</u> 2981	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 9E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 3 SEPTEMBER 2026	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2015
			<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>
DIXLE		MAGYE		TF	FB	1.00	303.52	53.78	8000
MAGYE	IAF	EQUIN		TF	FB	1.00	302.61	13.53	5400
EQUIN	IF	BAIKE		TF	FB	1.00	308.84	5.00	4700
BAIKE	FAF	AIMED/2.80 NM TO RW31		TF	FB	0.30	308.78	2.51	
AIMED/2.80 NM TO RW31		RW31	MAP	TF	FO	0.30	308.78	2.80	
RW31	MAP	3231 MSL		CA			308.78		
3231 MSL		KIXCO		DF	FO	1.00			6000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6000 DIRECT KIXCO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. PROFILE STARTS AT EQUIN | | | | | |
| 3. FAC: 308.78 | FAF: BAIKE | | DIST FAF TO MAP: 5.31 | DIST FAF TO THLD: 5.31 | |
| 4. MIN ALT: EQUIN 5400, BAIKE 4700, AIMED/2.80 NM TO RW31 3900 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 250 HAT: 0.69 | GS ANT: |
| 6. MIN GP INCPT: 4700 | GP ALT AT PFAF: BAIKE 4700 | | OM: | MM: | IM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 30.0 | | |
| 8. MSA FROM: RW31 5300 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -27°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BWW ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DIXLE ON V491 AND T286 SOUTHBOUND AND ON V120 EASTBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BWW ALTIMETER SETTING AND INCREASE LPV DA TO 3332 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 3368 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CATS C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM.

ADDITIONAL FLIGHT DATA:

CHART 3299 POLE (30-021602) 461806N/1041240W
HOLD SW, RT, 062.00 INBOUND.
CHART FAS OBST: 3228 TRANSMISSION_LINE (30-104804) 461814N/1041253W.
CHART VDP AT 1.66 NM TO RW31.
WAAS CHANNEL # 50138
REFERENCE PATH ID: W31A
LTP HAE: 893 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4, 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
LPV DA	3231	3/4	250	3231	3/4	250	3231	3/4	250	3231	3/4	250			
LNAV/VNAV DA	3267	7/8	286	3267	7/8	286	3267	7/8	286	3267	7/8	286			
LNAV MDA	3540	1	559	3540	1	559	3540	1 5/8	559	3540	1 5/8	559			
CIRCLING	3540	1	559	3540	1	559	3620	1 3/4	639	3820	2 3/4	839			



CHANGES - REASONS

1. PREVIOUS ORIG-A (FDC 8/0538) INCORPORATED INTO FORMS.
2. TERMINAL ROUTES: CHANGED RW31 TO 3500 MSL SEGMENT TO "RW31 TO 3231 MSL" – RE-DESIGNED MISSED APPROACH FROM TURNING TO DIRECT TERMINAL FIX.
3. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3500 THEN CLIMBING RIGHT TURN 6000 DIRECT KIXCO AND HOLD" TO "CLIMB TO 6000 DIRECT KIXCO AND HOLD" CLIMBING TURN NOT NEEDED, TERMINATION FIX IS ON RUNWAY HEADING.
4. PROFILE LINE 4: REMOVED "*" FROM AIMED/2.80 NM TO RW31 3900 – NO LONGER REQUIRED PER 8260.19K.
5. PROFILE LINE 5: ADDED "250 HAT: 0.69", REMOVED "DISTANCE TO THLD FROM 250 HAT: 0.69 NM" FROM ADDITIONAL FLIGHT DATA – IAW 8260.19K, 8-6-7E(3).
6. PROFILE LINE 7: ADDED "20:1 IS CLEAR" – PENETRATIONS DO NOT EXIST.
7. PBN REQUIREMENTS: CHANGED FROM "RNP APCH" TO "RNP APCH – GPS" – IAW 8260.19, 8-6-8D(5)A(1).
8. NOTES: CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BWW ALTIMETER SETTING AND INCREASE LPV DA TO 3332 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 3368 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CATS C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM" – ESTABLISHED BWW BACK-UP ALTIMETER.
9. NOTES: ADDED "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BWW ALTIMETER SETTING" – ESTABLISHED BWW BACK-UP ALTIMETER.
10. NOTES: ADDED "T286" TO ARRIVALS AT DIXLE PLANVIEW NOTE – T286 NEWLY CHARTED.
11. ADDITIONAL FLIGHT DATA: CHANGED FORM "CHART FAS OBST: 3100 VERT STRUCT 461859N/1041347W" TO "CHART FAS OBST: 3228 TRANSMISSION_LINE (30-104804) 461814N/1041253" – NEW CONTROLLING OBSTACLE.
12. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 1.10 MILES TO RW31*" TO "CHART VDP AT 1.66 NM TO RW31, REMOVED (*) – RAISED LNAV HAT, NO LONGER REQUIRED PER 8260.19K.
13. ADDITIONAL FLIGHT DATA: REMOVED "*LNAV ONLY" – NO LONGER REQUIRED PER 8260.19K.
14. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED PER 8260.19K.
15. MINIMUMS: LOWERED LPV VISIBILITY FROM "7/8 SM" TO "3/4 SM" – NEW VISIBILITY TABLES.
16. MINIMUMS: LOWERED LNAV/VNAV VISIBILITY FROM "1 SM" TO "7/8 SM" - NEW VISIBILITY TABLES.
17. MINIMUMS: RAISED LNAV MDA/HAT AND CATS C/D VISIBILITY FROM "3360/379, 1SM" TO "3540/559, 1 5/8 SM" – CANCELS FDC NOTAMS 5/2325, 6/1844.
18. FAS DATA: CRC REMAINDER CHANGED FROM "5A06A889" TO "9958B195" – FPAP CHANGED FROM "462132.1470N/1041627.4290W" TO "462132.1570N/1041627.4125W".

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

MT STATE AERONAUTICAL DIRECTOR, ZLC, BAKER MUNI AIRPORT MGR

FLIGHT CHECKED BY

Digitally signed by

ANTHONY D VALLERA

APRIL T SARMENTO

Jul 01, 2026

OFFICE

DATE

AJF

06/30/2026

DEVELOPED BY

Digitally signed by

CASIMIR L. TABAKA (ROBERT A. SWINSON)

APRIL T SARMENTO

Jul 01, 2026

OFFICE

DATE

AJV-A432

02/18/2026

APPROVED BY

Digitally signed by

CASIMIR L. TABAKA

APRIL T SARMENTO

Jul 01, 2026

OFFICE

DATE

TITLE

AJV-A432

MANAGER



AIRPORT ID
BHK

PROCEDURE NAME
RNAV (GPS) RWY 31

ORIGINAL/AMENDMENT
ORIG-B

CITY
BAKER

STATE
MT

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBHK
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	462026.2560N
LTP/FTP LONGITUDE	1041500.8825W
LTP/FTP ELLIPSOIDAL HEIGHT	+08930
FPAP LATITUDE	462132.1570N
FPAP LONGITUDE	1041627.4125W
THRESHOLD CROSSING HEIGHT (TCH)	00030.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0952
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	9958B195
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+09085
FPAP ORTHOMETRIC HEIGHT	+09085

