

SHELBY, MONTANA

AL-5372 (FAA)

23250

WAAS CH 78026 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5005 3443 3443
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RNAV (GPS) RWY 23
SHELBY (SBX)

RNP APCH - GPS.

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA
A when using Cut Bank altimeter setting. For uncompensated Baro-VNAV
 systems, LNAV/VNAV NA below -21°C or above 54°C. When local
 altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn to 9000 direct YENUP and hold, continue climb-in-hold to 9000.

AWOS-3PT 128.325	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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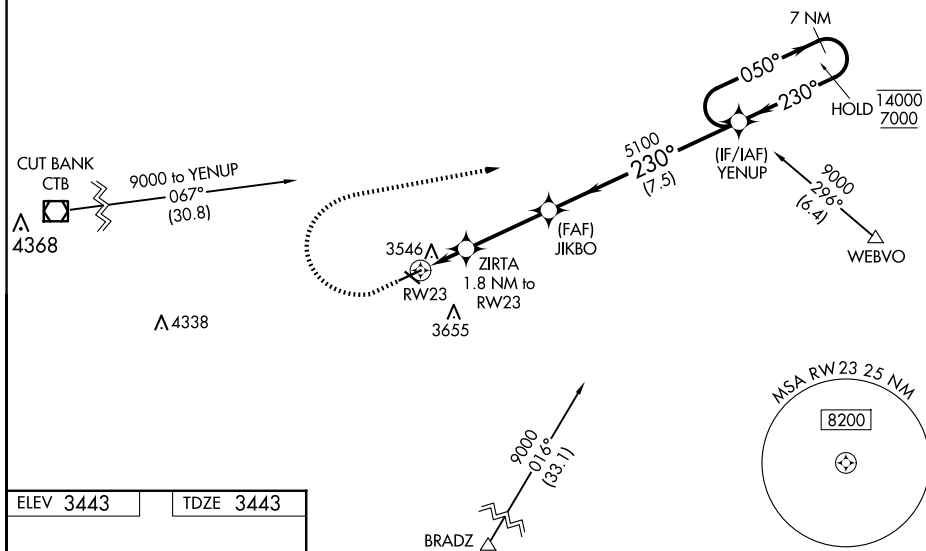


Figure 1: Example of a 4th Class Instrument Approach Procedure. The figure includes a plan view of the runway layout on the left and a profile view of the approach on the right. The plan view shows Runway 11 (0.5% UP) and Runway 23 (0.5% DOWN) intersecting at a 90-degree angle. The runway width is 5005 X 75. The approach profile shows a 230-degree descent from 14000 feet to 7000 feet, then a 050-degree climb to 14000 feet. The approach is labeled '7 NM Holding Pattern' and 'GP 3.00° TCH 45'. The approach is for Runway 23, with a 1.8 NM to RW23 and a 7.5 NM to the holding pattern. The approach is for Runway 23, with a 1.8 NM to RW23 and a 7.5 NM to the holding pattern. The approach is for Runway 23, with a 1.8 NM to RW23 and a 7.5 NM to the holding pattern.

SHELBY, MONTANA

Amdt 2C 07SEP23

SHELBY (SBX)

48°32'N-111°52'W

RNAV (GPS) RWY 23

NW-1, 04 SEP 2025 to 02 OCT 2025

NW-1, 04 SEP 2025 to 02 OCT 2025