

LOC I-BZN 109.3	APP CRS 123°	Rwy Ldg 8994 TDZE 4443 Apt Elev 4473
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ILS Y or LOC Y RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)

   -21°C	Circling NA to Rwy's 3-21 and 11-29. DME from BZN VOR/DME. DME use requires simultaneous reception of I-BZN and BZN DME. For inop ALS, increase S-LOC 12 Cat C/D visibility to 2 SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 5200 then climbing right turn to 9000 on heading 250° and on BZN VOR/DME R-223 to BRIGR INT/BZN VOR/DME 15 DME and hold, continue climb-in-hold to 9000.
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ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER ★ 118.2 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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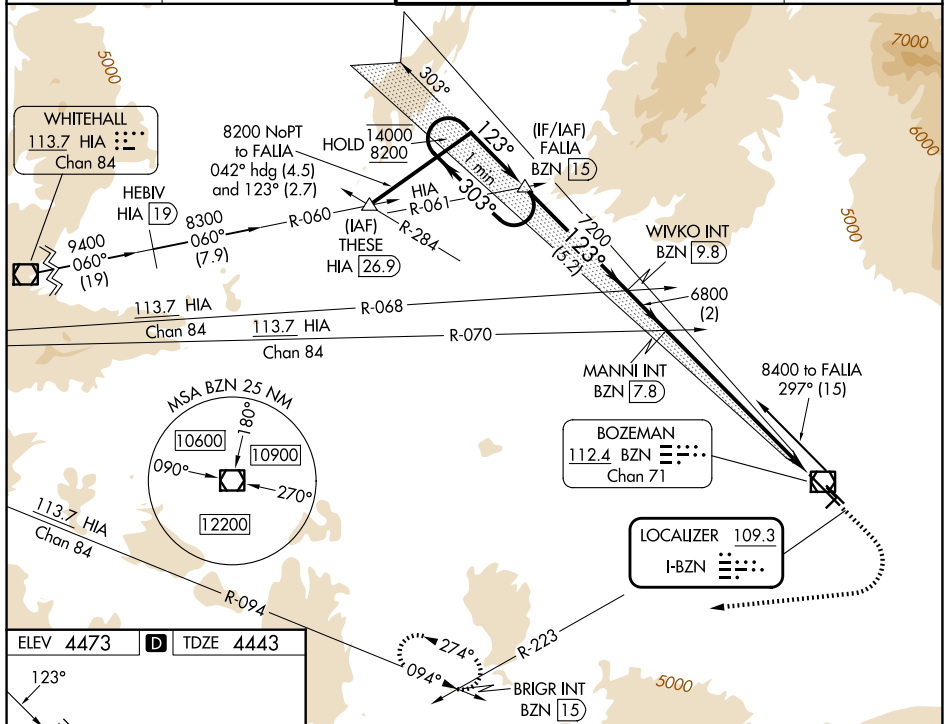


Diagram illustrating the approach procedure for Rwy 11G-29G: 2802 X 80. The diagram shows the runway layout, including the Tower (TWR), and various altitude and speed markers. The approach is defined by a series of gradients: 0.4% UP, 0.3% UP, 0.0% UP, 0.3% DOWN, and 0.7% UP. Key speed limits are 2650 X 75 and 2500 X 75. The diagram also indicates the Final Approach Fix (FAF) and the transition from HIRL (High Intensity Runway Lighting) to MIRL (Medium Intensity Runway Lighting) at Runway 12-30 and Runway 11-29.

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

One Minute Holding Pattern	FALLA BZN 15	WIVKO INT BZN 9.8	MANNI INT BZN 7.8	BZN 2.6	BZN 0.5
14000 ← 303°	8200 → 123°	7200	6800	6800	6800
GS 3.00°	TCH 53	5.2 NM	2 NM	5.2 NM	2.1 NM
CATEGORY	A	B	C	D	
S-ILS 12*	4643/24 200 (200-1/2)				
S-LOC 12	5160/24 717 (700-1/2)		5160-1 717 (700-1 1/8)		
CIRCLING	5160-1 687 (700-1)		5160-2 687 (700-2)		5320-2 847 (900-2 3/4)