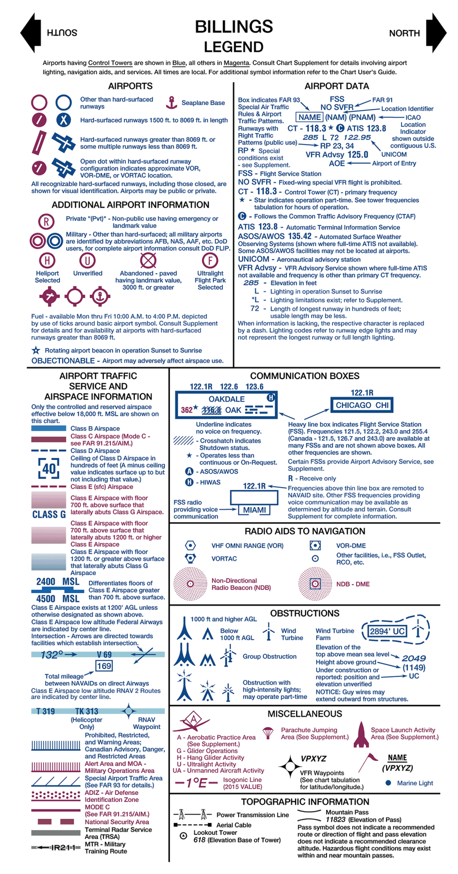


BILLINGS SECTIONAL

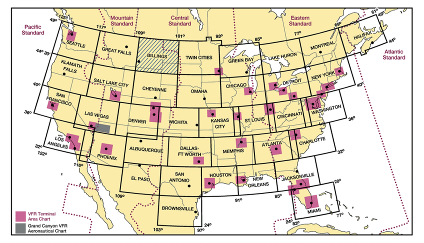
SOUTH — SECTIONAL AERONAUTICAL CHART SCALE 1:500,000 — NORTH

Federal Aviation Administration

91ST EDITION EFFECTIVE 0901Z **31 MAR 2016**
TO 0901Z **15 SEP 2016**

Includes airspace amendments effective **31 MAR 2016**
and all other aeronautical data received by **4 FEB 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SBIL
NSN 7641014100137
NGA REF. NO. SECXXBILLINGS
EFF. DATE 16091

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on an edge of the paper where it meets that point.

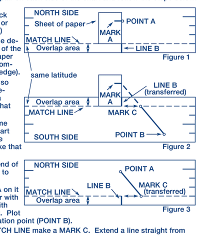
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper along the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12^5

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service Areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

CONTROL TOWER FREQUENCIES ON BILLINGS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BILLINGS LOGAN INTL	CONTINUOUS	127.2 257.8	121.9	126.3	
BISMARCK	0600-2400	118.3 257.8	121.9	119.35	ASR
MINOT AFB	0600 MON—2200 THU 0900-1700 SAT-SUN	120.65 253.5	134.0 275.8	278.8	
MINOT INTL	0700-2200	118.2 251.125	121.9		

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BILLINGS LOGAN INTL CLASS C	119.2 (E) 120.5 (W) 284.6	CONTINUOUS
MINOT AFB	119.6 363.8	0700 MON—2300 FRI 0700-2300 SAT-SUN
	O/T 127.6 279.6 MINNEAPOLIS CNTR	

SPECIAL USE AIRSPACE ON BILLINGS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEVILS LAKE WEST	4000	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	135.25 270.3
GAP A HIGH	12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	DENVER CNTR	
GAP A LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	DENVER CNTR	
GAP B HIGH	12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
GAP B LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
GAP C HIGH	12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	
HAYS	300 AGL	INTERMITTENT BY NOTAM	SALT LAKE CITY CNTR	126.85 305.2 (E) 133.4 285.4 (W)
POWDER RIVER 1A HIGH	12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1A LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1B HIGH	12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1B LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1C HIGH	12,000 MSL	BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1C LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1D HIGH	12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 1D LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 2 HIGH	12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	DENVER CNTR	
POWDER RIVER 2 LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	DENVER CNTR	
POWDER RIVER 3 HIGH	12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 3 LOW	500 AGL TO BUT NOT INCLUDING 12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	SALT LAKE CITY CNTR	
POWDER RIVER 4 HIGH	12,000 MSL	0730-1200 & 1800-2330 MON-THU & 0730-1200 FRI BY NOTAM 2 HRS IN ADVANCE; O/T BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://faacharts.faa.gov.

Lambert Conformal Conic Projection Standard Parallels 41°20′ and 46°40′
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

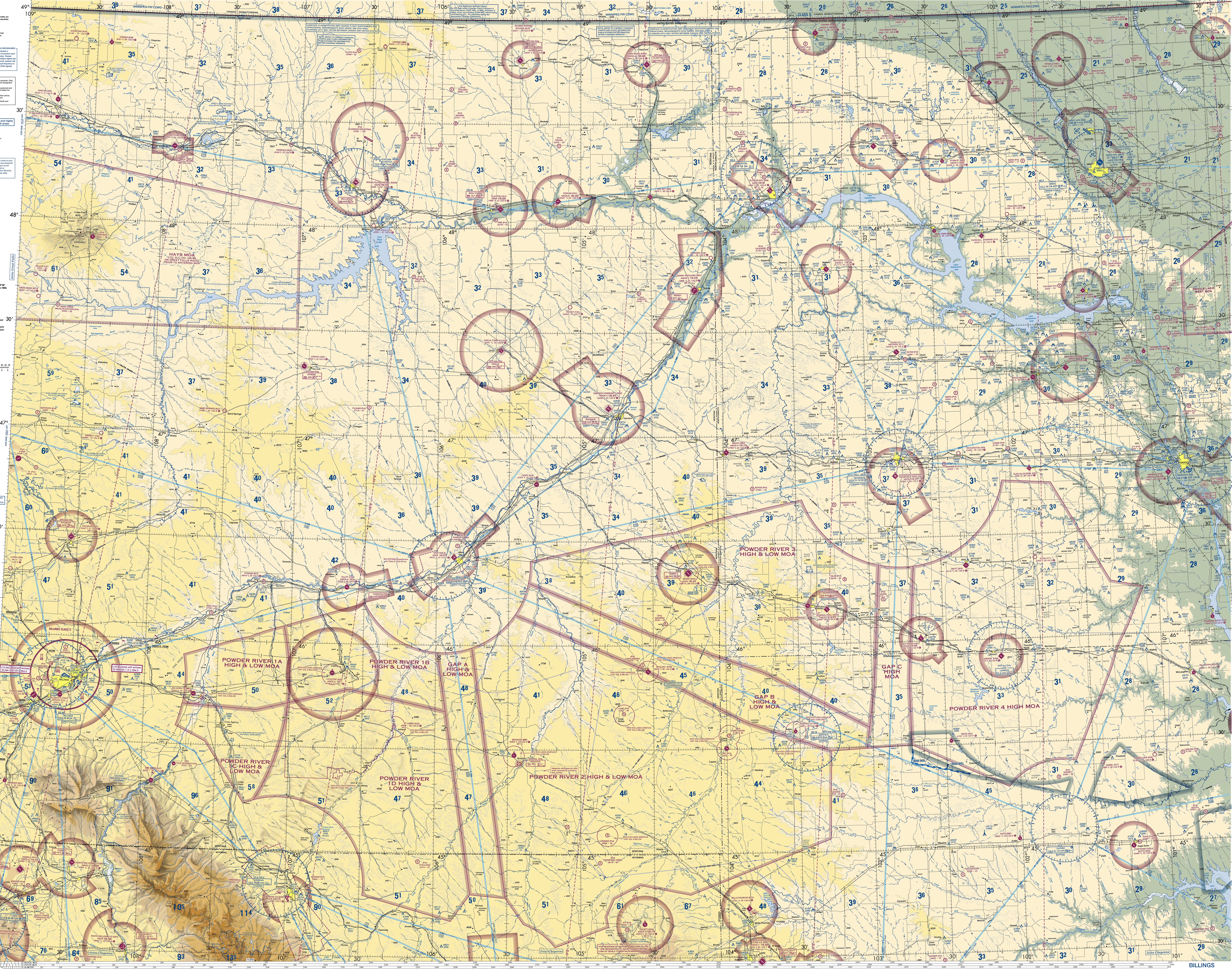
CONTOUR INTERVAL 500 feet
HIGHEST TERRAIN elevation is 11370 feet located at 44° 28′ N - 107° 11′ W
Spot elevation 4254
Approximate elevation .... × 3200

CONVERSION OF ELEVATIONS

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.



BILLINGS

BILLINGS