

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION VOR STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23							Bearings, headings, courses, 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 in feet RVR.								
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: 7.84 NM AFTER BIL VORTAC OR AT BIL 7.84 DME					
										CLIMB TO 4700 THEN CLIMBING LEFT TURN TO 6300 DIRECT BIL VORTAC AND HOLD.					
										ADDITIONAL FLIGHT DATA: HOLD NE, RT, 208.00 INBOUND. CHART FAS OBST: 3859 TREE 454322N/1084525W CHART 3959 TREE 454828N/1083830W. FINRO TO RW22: 3.21/40.					
1. PT <u>L</u> SIDE OF COURSE <u>027.56</u> OUTBOUND <u>6300</u> FT WITHIN <u>10</u> MILES OF <u>BIL VORTAC</u> (IAF)															
2.															
3. FAC <u>207.57</u> FAF <u>BIL VORTAC</u> DIST FAF TO MAP <u>7.84</u> THLD <u>7.84</u>															
4. MIN. ALT <u>BIL VORTAC 6300, FINRO/BIL 5.30 DME 4360</u>															
8. MSA FROM: <u>BIL VORTAC 130-220 8300, 220-130 6300</u>															
MAG VAR: 14E EPOCH YEAR: 1990															
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		@						
CATEGORY =====>	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-22	4360	1 1/4	888	4360	1 1/4	888	4360	2 3/4	888	4360	3	888			
CIRCLING	4360	1 1/4	843	4360	1 1/4	843	4360	2 3/4	843	4360	3	843			
FINRO FIX MINIMUMS															
S-22	4160	1	688	4160	1	688	4160	2	688	4160	2 1/4	688			
CIRCLING	4220	1	703	4220	1	703	4220	2	703	4340	2 3/4	823			
NOTES:															
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).										@ CAT A, B 900-2, CAT C 900-2 3/4, CAT D 900-3					
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BILLINGS ALTIMETER SETTING.															
CHSRT NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.															
CHART NOTE: CIRCLING NA TO RWYS 9 AND 12.															
CHART NOTE: CIRCLING RWY 14, 32 NA AT NIGHT.															
CITY AND STATE LAUREL, MT		ELEVATION: 3517 AIRPORT NAME:  LAUREL MUNI		TDZE: 3472		FACILITY IDENTIFIER: BIL		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR RWY 22, AMDT 2A				SUP AMDT 2 DATE 09/28/2006			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div>X</div>	
APA <div></div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify)		<div>X</div> ZLC, BIL APP CON, MT AERO, AMGR			
FLIGHT CHECKED BY					
NAME:		Digitally signed by ALLAN WILL		FIFO	DATE:
FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW FLIGHT INSPECTION TEAM (AJW-333) MEMO, MAY 30, 2017.		Aug 24, 2017			
DEVELOPED BY					
NAME:		Digitally signed by ROBERT W COOK		FIFO	DATE:
ROBERT W. COOK		Aug 01, 2017		AJV-5411	08/01/2017
APPROVED BY					
NAME:		Digitally signed by ALLAN WILL		FIFO	DATE:
GEORGE DAVIS		MANAGER		AJV-5410	
CHANGES:					
1. DELETE CHART NOTE: USE BILLINGS ALTIMETER SETTING. 2. ADDED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BILLINGS ALTIMETER SETTING. 3. ADDED CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. 4. DELETED ALTERNATE MINIMUMS NA AND ADDED STANDARD MINIMUMS WITH REQUIRED NOTE. 5. ADDED CHART NOTE: CIRCLING NA TO RWYS 9 AND 12. 6. ADDED CHART NOTE: CIRCLING RWY 14, 32 NA AT NIGHT.					
REASONS:					
1, 2, 4. K6S8 AWOS-2 COMMISSIONED, BILLINGS ASOS USED AS BACK-UP ALSTG, BOTH ON WMSCR. 3. RWY 22 HAS 34:1 PENETRATIONS. 5. IAW THE SOP FOR UNPAVED RUNWAYS. 6. NO SURVEY DATA FOR THIS RUNWAY IN AIRNAV DATA, UNABLE TO EVALUATE THE VAAR AREA FOR 20:1 OBSTACLES.					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS		MIN. ALT.
INTERMEDIATE: PT		10 NM		BIL VORTAC		1. AAO		455719.00N/1083112.00W		4109 (4D)	500	AT1691		6300
						2. TERRAIN		455719.00N/1083112.00W		3909 (3900)		AS1500		5400
FINAL		BIL VORTAC		FINRO/BIL 5.30		3. TREE		454828.00N/1083830.00W		3959 (2C)	250	XP59 XL92		4360
				DME										
FINAL: STEPDOWN		FINRO/BIL 5.30		7.84 NM AFTER		4. TREE		454322.00N/1084525.00W		3859 (2C)	250	XP51		4160
		DME		BIL VORTAC OR										
				AT BIL 7.84 DME										

PART B - SUPPLEMENTAL DATA											
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
ZLC ARTCC BIL TOWER						N W S OTHER: AWOS-2	SOURCE: K6S8 / KBIL				
							DISTANCE: 0 / 11.01				
							HOURS REMOTE OPERATION: 0 / YES / 24 / YES				
SATISFACTORY ON:											
X	V	H	F	X	U	H	F	LOCATION: K6S8		ADJUSTMENT: 0 / 45	
4. MONITOR STATUS		PRIMARY NAVAID: BIL VORTAC									
		MONITOR POINT: POCC									
		HRS OPTN:		CAT 1		24					
				CAT 3							
5. APPROACH & RUNWAY LIGHTING		ALS									
		(S) SALS									
		MALS									
		HIRL									
		X	MIRL 04 (PCL), 22 (PCL)								
		REIL									
		TDZ									
		C/LINE									
		X	OTHER (SPECIFY) PAPI-2L 04 (PCL), 22 (PCL)								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT NPI-G 04, 22									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:					ELEV RWY THRESHOLD:				
		DISTANCE FROM RWY:					ELEV GP ANTENNA:				
							THRESHOLD CROSSING HEIGHT:				
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD						FT. FROM THRESHOLD	
			X	ON CENTERLINE						FT. FROM CENTERLINE	
10. WAIVERS: NONE											
PART D - PREPARED BY: ROBERT W. COOK								DATE: 08/01/2017			
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-5411			

PART C - REMARKS:		
VDP NOT ESTABLISHED - VDP LESS THAN 0.5 NM FROM STEPDOWN FIX.		
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.50NM CAT C: 1.70NM CAT D: 2.30NM		
NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME K6S8 3517, KBIL 3652 RA = 44.2.		
K6S8 AWOS-2 AND KBIL ASOS ON WMSCR.		
BIL VORTAC TO RWY22/MAP: 3.21/40		
VGSI/TCH DATA 3.00/43.6		
"VISUAL PORTION OF FINAL" PENETRATIONS: 34:1 3511 TREE (30-023358) 454245.20N/1084435.84W (21.04) 3496 TREE (30-023359) 454245.42N/1084436.00W (5.88) 3492 TREE (30-059055) 454245.74N/1084436.07W (1.38) 3458 FENCE (30-023352) 454241.63N/1084451.96W (0.70)		
CIRCLING NA TO RWYS 9 AND 12 - IAW THE SOP FOR UNPAVED RUNWAYS. CIRCLING RWY 14, 32 NA AT NIGHT - NO SURVEY DATA FOR THIS RWY IN AIRNAV, UNABLE TO EVALUATE THE VAAR AREA FOR 20:1 OBSTACLES.		
A FULL PERIODIC REVIEW WAS ACCOMPLISHED ON THIS SIAP. BASED ON K6S8 AWOS-3 AS THE ALTIMETER SOURCE AND NEW CIRCLING CRITERIA, ALL MDA'S WILL BE EFFECTED. THIS PROCEDURE REQUIRES A FULL AMENDMENT.		
XP OBST 4: MAINTAIN CURRENT MINIMUMS.		
XP OBST 7: MAINTAIN CURRENT MINIMUMS.		
XP OBST 3: MAINTAIN CURRENT MINIMUMS.		
QUALITY 20 CHECKED		