

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
BTM	ILS OR LOC RWY 15	ORIG-A	BUTTE	MT	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
5551	5523	ILS OR LOC RWY 15	12/07/2017	12E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-BEY			ROUTINE		

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>
EVVER INT/CPN 22.49 DME		NIYID/CPN 17.00 DME					207.46 (CPN R-027)	5.49	10800
HIA VOR/DME		MAGIC INT/I-BEY 13.87 DME					299.62	24.61	10800
CPN VOR/DME		MAGIC INT/I-BEY 13.87 DME					027.46	10.92	10000
NIYID/CPN 17.00 DME	IAF	MAGIC INT/I-BEY 13.87 DME	NOPT				207.46 (CPN R-027)	6.08	10000
MAGIC INT/I-BEY 13.87 DME	IF/IAF	ZIPPR/I-BEY 9.90 DME					154.87 (I-BEY)	3.97	8600

MISSED APPROACH

MAP:

ILS: DA
LOC: 8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 190 KIAS UNTIL 7100) CLIMB TO 7100 THEN CLIMBING RIGHT TURN TO 11000 DIRECT CPN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 365 FEET PER NM TO 8700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- HOLD NW MAGIC INT/I-BEY 13.87 DME, RT, 154.87 INBOUND, 10000 FT. IN LIEU OF PT (IAF), MAX 17500.
- FAC:** 154.87 **FAF:** ZIPPR/I-BEY 9.90 DME **DIST FAF TO MAP:** 8.17 **DIST FAF TO THLD:** 8.17
- MIN ALT:** MAGIC INT/I-BEY 13.87 DME 10000, ZIPPR/I-BEY 9.90 DME 8600, GEYGE/I-BEY 7.48 DME 7700, WELDU/I-BEY 5.38 DME 6920
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 831
- MIN GS INCPT:** 8600 **GS ALT AT PFAF:** ZIPPR/I-BEY 9.90 DME 8600 **OM:** **MM:** **IM:**
- GS ANGLE:** 3.50 **34:1:** **20:1:** **TCH:** 55.2
- MSA FROM:** CPN VOR/DME 095-345 12000, 345-095 10000

QUALITY
10
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA NE OF RWY 15-33.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HIA VOR/DME ON V21 SOUTHBOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CPN VOR/DME ON V257 SOUTHBOUND.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE *S-ILS 15 CATS C AND D VISIBILITY TO 1 SM, S-ILS 15 ALL CATS VISIBILITY TO 2 1/2 SM, AND *S-LOC 15 CATS C AND D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, LT, 166.00 INBOUND.

CHART FAS OBST: 5650 TREE 460037N/1123050W.

CHART 6701 TERRAIN (30-045171) 460338N/1123142W, 6338 RIG (30-055203) 460129N/1123127W.

CHART VDP AT 2.96 DME.

DISTANCE VDP TO THLD 1.23 NM.

CHART CIRCLING ICON.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: CAT A, B, C, D 800-2; LOC: CAT A, B 1200-2, CAT C, D 1600-3

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
S-ILS 15*	5778	1/2	255	5778	1/2	255	5848	1/2	325	5848	1/2	325			
S-ILS 15	6280	1 7/8	757	6280	1 7/8	757	6280	1 7/8	757	6280	1 7/8	757			
S-LOC 15*	6020	1/2	497	6020	1/2	497	6020	1	497	6020	1	497			
S-LOC 15	6500	3/4	977	6500	1	977	6500	2 1/2	977	6500	2 1/2	977			
CIRCLING	6660	1 1/4	1109	6660	1 1/2	1109	7060	3	1509	7120	3	1569			

QUALITY
10
CHECKED**CHANGES - REASONS**

1. PROFILE LINE 2, CHANGED FIX MAGIC FACILITY MAKE-UP TO READ MAGIC INT/I-BEY 13.87 DME, AND ADDED MAX 17500. – CORRECTED FIX MAKE-UP DOCUMENTATION AND MAX ALTITUDE REQUIRED IAW FAO 8260.19J PARA 8-6-7.B.(2).
2. PROFILE LINE 4, CHANGED FIX MAGIC AND FIX ZIPPR FACILITY MAKE-UP TO READ MAGIC INT/I-BEY 13.87 DME AND ZIPPR/I-BEY 9.90 DME. – CORRECTED DOCUMENTATION.
3. PROFILE LINE 4, DELETED ASTERISK FROM GEYGE/I-BEY 7.48 DME 7700 AND WELDU/I-BEY 5.38 DME 6920, DELETED ASSOCIATED ADDITIONAL FLIGHT DATA NOTE “*LOC ONLY” AND DELETED ASTERISK FROM CHART VDP AT 2.96 DME. – LOC ONLY ANNOTATIONS NO LONGER REQUIRED IAW FAO 8260.19J.
4. MISSED APPROACH INSTRUCTIONS AND MINIMUMS, CHANGED SYMBOL FROM DOUBLE ASTERISK TO SINGLE ASTERISK. – SINGLE ASTERISK NO LONGER USED FOR OTHER PURPOSES ON FORM AND UPDATED DOCUMENTATION IN LINE WITH 8260.19J PARA 8-6-6.F ORDER OF PRECEDENCE.
5. PROFILE LINE 5, CHANGED DIST TO THLD FROM GS ANT FROM 832 TO 831. – RWY 15 THRESHOLD MOVED 0.91 FT SOUTHEAST TOWARDS GS AIMPOINT ON 12/07/ 2017 CHART DATE.
6. PROFILE LINE 6, CHANGED FIX ZIPPR FACILITY MAKE-UP TO READ ZIPPR/I-BEY 9.90 DME 8600 – CORRECTED DOCUMENTATION.
7. EQUIPMENT REQUIRMENT NOTES, ADDED DME REQUIRED AND DELETED CHART PLANVIEW NOTE DME REQUIRED. – UPDATED DOCUMENTATION IAW FAO 8260.19J PARA 8-6-9.
8. NOTES, INOPERATIVE ALS, COMBINED AND UPDATED VERBIAGE TO READ “CHART NOTE: FOR INOPERATIVE ALS, INCREASE *S-ILS 15 CATS C AND D VISIBILITY TO 1 SM, S-ILS 15 ALL CATS VISIBILITY TO 2 1/2 SM, AND *S-LOC 15 CATS C AND D VISIBILITY TO 1 3/8 SM”. – FORMAT IAW FAO 8260.19J PARA 8-6-10.O.
9. ADDITIONAL FLIGHT DATA, ADDED OBSTACLE DATABASE NUMBER TO OBSTACLES 6701 TERRAIN AND 6338 RIG. – IAW FAO 8260.19J PARA 8-6-11.
10. ALTERNATE MINIMUMS CHANGED FROM NA TO ILS: CAT A, B, C, D 800-2; LOC: CAT A, B 1200-2, CAT C, D 1600-3. – I-BEY ILS MONITORING CHANGED FROM CAT 3 TO CAT 1 ON 06/07/2021 CHART DATE, AND IS MONITORED FULL-TIME AT ZLC; PRIMARY ALTIMETER BMT ASOS IS ON WMSCR.
11. MINIMUMS, DELETED SEPARATION OF WELDU FIX MINIMUMS AND DOCUMENTED LOC MINIMUMS IN SEQUENCE. – DME IS REQUIRED AND WELDU FIX IS ALWAYS RECEIVED; FIX MINIMUMS ONLY SEPARATED WHEN DME IS NOT REQUIRED IAW 8260.3F PARA 2-9-9.C.(4)(D).

COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZLC, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by

CASIMIR L TABAKA

Apr 23, 2025

OFFICE

DATE

DEVELOPED BY

MICHAEL MCCARTNEY

Digitally signed by

MICHAEL A MCCARTNEY

Apr 17, 2025

OFFICE

AJV-A431

DATE

04/01/2025

APPROVED BY

ERIC N SUSKI

Digitally signed by

CASIMIR L TABAKA

Apr 23, 2025

OFFICE

AJV-A431

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

AIRPORT ID
BTM

PROCEDURE NAME
ILS OR LOC RWY 15

AMDT NO.
ORIG-A

CITY
BUTTE

STATE
MT

AIRPORT ELEVATION
5551

FACILITY
I-BEY

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
EVVER INT/CPN 22.49 DME

TO
NIYID/CPN 17.00 DME

RNP

DISTANCE
5.49

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	461948.00N/1122712.00W	8747	164	98	4E	2000					10800
TERRAIN	461948.00N/1122712.00W	8547 (8500)								AS1500	10000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM
HIA VOR/DME

TO
MAGIC INT/I-BEY 13.87 DME

RNP

DISTANCE
24.61

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460212.00N/1122233.00W	8796	164	98	4E	2000					10800
TERRAIN	460212.00N/1122233.00W	8596 (8600)								AS1500	10100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

FEEDER

FROM

CPN VOR/DME

TO

MAGIC INT/I-BEY 13.87 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	10.92										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460957.00N/1123433.00W	7618	164	98	4E	2000				AT382	10000
TERRAIN	460957.00N/1123433.00W	7418 (7400)								AS1500	8900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

NIYID/CPN 17.00 DME

TO

MAGIC INT/I-BEY 13.87 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.08										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	461057.00N/1123009.00W	8048	164	98	4E	1000				AT952	10000
TERRAIN	461057.00N/1123009.00W	7848 (7800)								AS1500	9300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

MAGIC INT/I-BEY 13.87 DME (IF/IAF)

TO

ZIPPR/I-BEY 9.90 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.97										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	461056.93N/1123011.18W	8042	50	20	2C	500					8600
TERRAIN	461027.00N/1122927.00W	7458 (7500)								AS1000	8500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

ZIPPR/I-BEY 9.90 DME

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	8.17		DA				757				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC			PR55 MA487	6280

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA ADJUSTMENT TO KEEP 200 FT/NM CLIMB GRADIENT.



FINAL: ILS

FROM

ZIPPR/I-BEY 9.90 DME

TO

RW15

<u>RNP</u>	<u>DISTANCE</u> 8.17	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 255(AB), 325(CD)	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CAT A:							ASC			PR55	5778
CAT B:							ASC			PR55	5778
CAT C:							ASC			PR55 GS70	5848
CAT D:							ASC			PR55 GS70	5848

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

REQUIRES 365 FT/NM CLIMB GRADIENT TO 8700.

FINAL: LOC

FROM

ZIPPR/I-BEY 9.90 DME

TO

GEYGE/I-BEY 7.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.42										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460501.00N/1123150.00W	7210	50	20	2C	250				XL109 PR110 DG21	7700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

GEYGE/I-BEY 7.48 DME

TO

WELDU/I-BEY 5.38 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.10										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	460233.00N/1123149.00W	6530	50	20	2C	250				PR130	6920

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

WELDU/I-BEY 5.38 DME

TO

8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.65		8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME				977				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	460036.83N/1123049.55W	5650	50	20	2C	250				PR120 MA480	6500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA ADJUSTMENT TO KEEP 200 FT/NM CLIMB GRADIENT.



FINAL: LOC STEPDOWN

FROM

WELDU/I-BEY 5.38 DME

TO

8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	3.65		8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME	497	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	460036.83N/1123049.55W	5650	50	20	2C	250				PR120	6020

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

REQUIRES 365 FT/NM CLIMB GRADIENT TO 8700.

HOLD-IN-LIEU OF PT

FROM

MAGIC INT/I-BEY 13.87 DME

TO

P-9

RNP	DISTANCE	PAT	MAP	HAT	HMAS
		P-9			

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	461851.00N/1123306.00W	8576	164	98	4E	1000				PR330	10000
TERRAIN	461851.00N/1123306.00W	8376 (8400)								AS1000	9400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: ILS

FROM

DA

TO

CPN VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 5856			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (30-044032)	455346.81N/1123003.45W	6742	20	10	1B		ASC				11000
AAO	454933.00N/1122936.00W	8242	164	98	4E	1000					9300
TERRAIN	454933.00N/1122936.00W	8042 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA ADJUSTMENT APPLIED IN FINAL SEGMENT KEEP 200 FT/NM CLIMB GRADIENT IN THIS SEGMENT.

MISSSED APPROACH: ILS

FROM

DA

TO

CPN VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 5619			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (30-044032)	455346.81N/1123003.45W	6742	20	10	1B		29.67:1				11000
AAO	454933.00N/1122936.00W	8242	164	98	4E	1000					9300
TERRAIN	454933.00N/1122936.00W	8042 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

REQUIRES 365 FT/NM CLIMB GRADIENT TO 8700.



MISSED APPROACH: LOC

FROM

8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME

TO

CPN VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 6280			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (30-044032)	455346.81N/1123003.45W	6742	20	10	1B		ASC				11000
AAO	454933.00N/1122936.00W	8242	164	98	4E	1000					9300
TERRAIN	454933.00N/1122936.00W	8042 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA ADJUSTMENT APPLIED IN FINAL SEGMENT KEEP 200 FT/NM CLIMB GRADIENT IN THIS SEGMENT.

MISSED APPROACH: LOC

FROM

8.17 NM AFTER ZIPPR/I-BEY 9.90 DME OR AT I-BEY 1.73 DME

TO

CPN VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 5800				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (30-044032)	455346.81N/1123003.45W	6742	20	10	1B		29.67:1				11000
AAO	454933.00N/1122936.00W	8242	164	98	4E	1000					9300
TERRAIN	454933.00N/1122936.00W	8042 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

REQUIRES 365 FT/NM CLIMB GRADIENT TO 8700.



AIRPORT ID

BTM

PROCEDURE NAME

ILS OR LOC RWY 15

AMDT NO.

ORIG-A

CITY

BUTTE

STATE

MT

AIRPORT ELEVATION

5551

FACILITY

I-BEY

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
POLE (30-000288)	455754.91N/1123213.06W	1.41	1109	6349	20	3	1A	300			6660
CATEGORY B											
POLE (30-000288)	455754.91N/1123213.06W	2.02	1109	6349	20	3	1A	300			6660
CATEGORY C											
TREE (30-044032)	455346.81N/1123003.45W	3.24	1509	6742	20	10	1B	300			7060
CATEGORY D											
AAO	455345.00N/1123003.00W	4.25	1569	6743	164	98	4E	300		AC73	7120

CIRCLING REMARKS:

MSA

CENTER	RADIUS
CPN VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
095-345	AAO	455751.00N/1132345.00W	246	27.4	10981	250	125	4E	1000			12000
345-095	AAO	460830.00N/1121936.00W	053	18.8	8957	250	125	4E	1000			10000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT: 50 FT.
AAO HEIGHT 50 FT BETWEEN 20,000 FT AND 30,000 FT DISTANCE FROM RWY15 THRESHOLD WITHIN CONFINES OF ILS AND LOCALIZER FINAL APPROACH SEGMENT PER CITY OF BUTTE, MT, IAW WAIVER.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BTM	24	BTM	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

BACKUP ALTIMETER NOT PUBLISHED, NO SUITABLE STATION WITHIN RANGE.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-BEY	ZLC	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW12 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	BSC-G	
RW30 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	BSC-G	
RW33 - MIRL (PCL), VASI-2L (PCL)	BSC-G	
RW15 - MALSR (PCL), MIRL (PCL), PAPI-4L	PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.50	5506.7	55.2	5509.5	831	3.50	54.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



