

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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> KGPI | <u>PROCEDURE NAME</u> RNAV (RNP) RWY 20 | <u>ORIGINAL/AMENDMENT</u> 1 | <u>CITY</u> KALISPELL | <u>STATE</u> MT | | |
| <u>AIRPORT ELEVATION</u> 2977 | <u>TDZE</u> 2977 | <u>SUPERSEDED</u> RNAV (RNP) RWY 20 | <u>ORIGINAL/AMENDMENT</u> ORIG-A | <u>DATED</u> 06/30/2011 | <u>MAG VAR</u> 15E | <u>EPOCH YEAR</u> 2010 |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> 30 NOVEMBER 2023 | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

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> |
|--------------------|------------------------|------------------|------------------------|------------------------|---------------------|-------------------|------------------------------|------------------------|------------------------|
| OLIBY | IAF | JUVIP | | TF | FB | 1.00 | 036.49 | 15.55 | 10000 |
| JUVIP | | EEVEL | | TF | FB | 1.00 | 036.72 | 15.55 | 10000 |
| EEVEL | | HOBUR | | TF | FB | 1.00 | 036.53 | 4.76 | 8000 |
| SKOTT | IAF | EEVEL | | TF | FB | 1.00 | 323.24 | 42.12 | 10000 |
| FIKAB | IAF | MANSV | | TF | FB | 1.00 | 012.67 | 18.82 | 10000 |
| MANSV | | EEVEL | | TF | FB | 1.00 | 012.83 | 18.82 | 10000 |
| HOBUR | IF | NIRSE | | TF | FB | 1.00 | 052.94 | 3.58 | 6900 |
| NIRSE | | LELKE | | RF | FB | 0.70 | (5.23 NM RADIUS CW (CFTZW)) | 2.38 | 6300 |
| LELKE | | % IDAYE | PFAF | RF | FB | 0.40 | (5.23 NM RADIUS CW (CFTZW)) | 2.38 | 5700 |
| IDAYE | PFAF | % OYIKA | | TF | FB | 0.30 | 105.34 | 1.02 | |
| OYIKA | | % TAGUY | | RF | FB | 0.30 | (2.43 NM RADIUS CW (CFRKS)) | 4.01 | |
| TAGUY | | DA | MAP | TF | FO | 0.30 | 199.88 | 3.39 | |
| DA | MAP | CAUGH | | TF | FB | 1.00 | 199.84 | 5.80 | |
| CAUGH | | DOTRE | | RF | FB | 1.00 | (6.45 NM RADIUS CCW (CFVFW)) | 4.04 | |
| DOTRE | | DEBRE | | RF | FB | 1.00 | (6.71 NM RADIUS CCW (CFMDW)) | 4.23 | |
| DEBRE | | ANGIL | | TF | FO | 1.00 | 127.71 | 11.03 | 10000 |

QUALITY
34
CHECKED

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 10000 ON TRACK 199.84 TO CAUGH, LEFT TURN TO DOTRE, LEFT TURN TO DEBRE, AND ON TRACK 127.71 TO ANGIL AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000.

*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 230 FEET PER NM TO 6800.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

| | | | | | |
|---|---|----------------|-------------------|---------------|--------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. PROFILE STARTS AT HOB RU | | | | | |
| 3. FAC: % | PFAF: IDAYE | | DIST PFAF TO MAP: | | DIST PFAF TO THLD: |
| 4. MIN ALT: HOB RU 8000, NIRSE 6900, LELKE 6300, IDAYE 5700 | | | | | |
| 5. DIST TO THLD FROM PFAF: 8.41 | MM: | IM: | 150 HAT: | 369 HAT: 1.02 | GS ANT: |
| 6. MIN GP INCPT: 5700 | GP ALT AT PFAF : IDAYE 5700, OYIKA 5377, TAGUY 4100 | | | OM: | MM: IM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 45.0 | | |
| 8. MSA FROM: RW20 11200 | | | | | |

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -25°C OR ABOVE 54°C.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FIKAB ON V536 SOUTHWEST BOUND.

CHART PLANVIEW NOTE AT FIKAB: (RNP 0.40).

CHART PLANVIEW NOTE AT OLIBY: (RNP 0.40).

CHART PLANVIEW NOTE AT SKOTT: (RNP 0.40).

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SKOTT ON V231 SOUTHBOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OLIBY ON V448 SOUTHWEST BOUND.

CHART SPEED ICON IN PLANVIEW AT JUVIP: MAX 250 KIAS.

CHART SPEED ICON IN PLANVIEW AT EEVEL: MAX 230 KIAS.

CHART SPEED ICON IN PLANVIEW AT SKOTT: MAX 250 KIAS.

CHART SPEED ICON IN PLANVIEW AT MANSV: MAX 250 KIAS.

CHART SPEED ICON IN PLANVIEW AT HOB RU: MAX 230 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 162.23 INBOUND.

CHART ARRIVAL HOLDING AT EEVEL: HOLD SW, LT, 036.53 INBOUND, 10000.



MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

| <u>CATEGORY:</u> | <u>A</u> | | | <u>B</u> | | | <u>C</u> | | | <u>D</u> | | | <u>E</u> | | |
|------------------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|
| <u>FINAL TYPE</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| AUTHORIZATION REQUIRED | | | | | | | | | | | | | | | |
| RNP 0.10 DA* | 3346 | 1 | 369 | 3346 | 1 | 369 | 3346 | 1 | 369 | 3346 | 1 | 369 | | | |
| RNP 0.30 DA* | 3418 | 1 3/8 | 441 | 3418 | 1 3/8 | 441 | 3418 | 1 3/8 | 441 | 3418 | 1 3/8 | 441 | | | |
| RNP 0.30 DA | 3637 | 1 7/8 | 660 | 3637 | 1 7/8 | 660 | 3637 | 1 7/8 | 660 | 3637 | 1 7/8 | 660 | | | |



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED LEGS "OLIBY TO KILLY", "FIKAB TO KILLY", "SKOTT TO AKABY", AKABY TO BUTSE", "BUTSE TO KILLY", "ANGIL TO HUNUR", "HUNUR TO BUTSE", "KILLY TO QIGVO", "QIGVO TO RAPOY", AND "RAPOY TO LELKE" - APPROACH REDESIGNED TO AVOID TRAFFIC CONFLICTS WITH DEPARTING AND ARRIVING AIRCRAFT CONVERGING ON A SINGLE POINT.
2. TERMINAL ROUTES: ADDED LEGS "OLIBY TO JUVIP", "JUVIP TO EEVEL", "EEVEL TO HOBUR", "SKOTT TO EEVEL", "FIKAB TO MANSV", "MANSV TO EEVEL", "HOBUR TO NIRSE", AND "NIRSE TO LELKE" - APPROACH REDESIGNED TO AVOID TRAFFIC CONFLICTS WITH DEPARTING AND ARRIVING AIRCRAFT CONVERGING ON A SINGLE POINT.
3. TERMINAL ROUTES: UPDATED COURSE AND DISTANCE FOR LEG LELKE TO IDAYE FROM "5.00 NM RADIUS CW VOGCU), 2.13" TO "5.23 NM RADIUS CW (CFTZW)), 2.38" - IF STEPDOWN, LELKE, MOVED 0.58 NM WEST; PFAF, IDAYE, MOVED 0.34 NM EAST PER FPT/ATC REQUEST IN PROCEDURE REDESIGN. RF CENTER FIX MOVED AND RADIUS ADJUSTED FOR MOVEMENT OF POINTS; RENAMED IAW 8260.19I 2-10-4.A.(4).
4. TERMINAL ROUTES: UPDATED COURSE AND DISTANCE FOR LEG IDAYE TO OYIKA FROM "104.85, 0.68" TO "105.34, 1.02" - PFAF, IDAYE, MOVED 0.34 NM EAST; OYIKA MOVED 0.13 NM NORTH PER FPT/ATC REQUEST IN PROCEDURE REDESIGN.
5. TERMINAL ROUTES: UPDATED COURSE AND DISTANCE FOR LEG OYIKA TO TAGUY FROM "2.44 NM RADIUS CW YOTUV), 4.04" TO "2.43 NM RADIUS CW (CFRKS)) 4.01" - OYIKA MOVED 0.13 NM NORTH; FROP, TAGUY, MOVED 0.11 NM NORTHEAST PER FPT/ATC REQUEST IN PROCEDURE REDESIGN. RF CENTER FIX MOVED AND RADIUS ADJUSTED FOR MOVEMENT OF POINTS; RENAMED IAW 8260.19I 2-10-4.A.(4).
6. TERMINAL ROUTES: UPDATED DISTANCE FOR LEG TAGUY TO DA FROM "3.50" TO "3.39" - FROP, TAGUY, MOVED 0.11 NM NORTHEAST PER FPT/ATC REQUEST IN PROCEDURE REDESIGN.
7. TERMINAL ROUTES: UPDATED COURSE AND DISTANCE FOR LEG CAUGH TO DOTRE FROM "(6.42NM RADIUS CCW EJXAH), 4.03" TO "(6.45 NM RADIUS CCW (CFVFH)), 4.04" - RF CENTER FIX MOVED AND RADIUS ADJUSTED PER UPDATED SOFTWARE CALCULATIONS; RENAMED IAW 8260.19I 2-10-4.A.(4).
8. TERMINAL ROUTES: UPDATED COURSE FOR LEG DOTRE TO DEBRE FROM "(6.70NM RADIUS CCW ZEXAX)" TO "(6.71 NM RADIUS CCW (CFMDW))" - RF CENTER FIX MOVED AND RADIUS ADJUSTED PER UPDATED SOFTWARE CALCULATIONS; RENAMED IAW 8260.19I 2-10-4.A.(4).
9. TERMINAL ROUTES: UPDATED DISTANCE FOR LEG DEBRE TO ANGIL FROM "11.02" TO "11.03" - UPDATED CALCULATION IN EVALUATION SOFTWARE, POINTS REMAIN UNCHANGED.
10. MISSED APPROACH: UPDATED FROM "CLIMB TO 10000 VIA 199.84 TRACK TO CAUGH AND VIA LEFT TURN TO DOTRE, AND VIA LEFT TURN TO DEBRE, AND VIA 127.71 TRACK TO ANGIL AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000" TO "CLIMB TO 10000 ON TRACK 199.84 TO CAUGH, LEFT TURN TO DOTRE, LEFT TURN TO DEBRE, AND ON TRACK 127.71 TO ANGIL AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000" - FORMAT ADJUSTED IAW 8260.19I 8-6-6.D.
11. PROFILE: REMOVED "NA" FROM LINE 1 - NO LONGER REQUIRED.
12. PROFILE: UPDATED LINE 2 FROM "PROFILE STARTS AT QIGVO" TO "PROFILE STARTS AT HOBUR" - IF RENAMED IN PROCEDURE REDESIGN.
13. PROFILE: UPDATED LINE 3 FROM "FAC: * FAF: *SEE TERMINAL ROUTES FROM IDAYE" TO "FAC: % PFAF: IDAYE" - % USED FOR CONSISTENCY OF FAC THROUGHOUT FORMS, PFAF UPDATED IAW 8260.19I 8-6-7.C.(2) NOTE 2.
14. PROFILE: UPDATED LINE 4 FROM "QIGVO 7600, RAPOY 6900, LELKE 6000" TO "HOBUR 8000, NIRSE 6900, LELKE 6300, IDAYE 5700" - MINIMUM ALTITUDES ADJUSTED FOR PROCEDURE REDESIGN.
15. PROFILE: UPDATED LINE 5 FROM "DIST TO THLD FROM OM: 8.22" TO "DIST TO THLD FROM PFAF: 8.41" - DIST ADJUSTED WITH PROC REDESIGN, FORMAT IAW 8260.19I 8-6-7.E.
16. PROFILE: UPDATED LINE 6 FROM "GS ALT AT: IDAYE 5700, OYIKA 5474, TAGUY 4147" TO "GP ALT AT PFAF : IDAYE 5700, OYIKA 5377, TAGUY 4100" - UPDATED GP ALT CALCULATIONS BASED ON MINOR DESIGN CHANGES IN THE FINAL SEGMENT.
17. PROFILE: LINE 7, REMOVED "34:1 IS NOT CLEAR"; ADDED "34:1: IS CLEAR" AND "20:1: IS CLEAR" - THE 34:1 AND 20:1 SURFACES ARE CLEAR. ANNOTATED IAW 8260.19I 8-6-7.G.(3)(A).
18. PROFILE: LINE 8 UPDATED FROM "RW20 11400" TO "RW20 11200" - UPDATED AAO PLACEMENT AND ELEVATION IN SOFTWARE EVALUATION.
19. PBN REQUIREMENTS NOTE: ADDED "RNP AR APCH - GPS" REMOVED "CHART NOTE: RF AND GPS REQUIRED" FROM NOTES SECTION - UPDATED IAW 8260.19I 8-6-8.B.(1).
20. NOTES: UPDATED BARO-VNAV NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -21C (-5F) OR ABOVE 43C (109F)" TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -25°C OR ABOVE 54°C" - TEMPERATURES UPDATED WITH 2018-2022 CLIMATE DATA, FAHRENHEIT TEMPS REMOVED IAW 8260.19I 8-6-9.R.
21. NOTES: UPDATED PLANVIEW NOTE FROM "CHART PLANVIEW NOTES AT OLIBY, FIKAB, SKOTT, AND ANGIL: (RNP 0.40)" TO "CHART PLANVIEW NOTE AT OLIBY: (RNP 0.40)", "CHART PLANVIEW NOTE AT FIKAB: (RNP 0.40)", AND "CHART PLANVIEW NOTE AT SKOTT: (RNP 0.40)" - ANGIL NO LONGER AN IAF, SEPARATED INTO THREE NOTES FOR CHARTING, FORMAT IAW 8260.19I 4-6-10.F.
22. NOTES: ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SKOTT ON V231 SOUTHBOUND", "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FIKAB ON V536 SOUTHWEST BOUND", AND "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OLIBY ON V448 SOUTHWEST BOUND" - TURNS GREATER THAN 90 DEGREES IAW 8260.19I 8-2-5.E.2.
23. NOTES: MOVED AND ADJUSTED CG NOTE FROM "MISSED APPROACH REQUIRES MINIMUM CLIMB OF 235 FT PER NM TO 6900" TO "MISSED APPROACH REQUIRES MINIMUM CLIMB OF 230 FEET PER NM TO 6800" IN MISSED APPROACH SECTION - CG UPDATED PER OBSTACLE EVALUATION, NOTE FORMAT AND LOCATION IAW 8260.19I 8-6-6.F.(1).
24. NOTES: MOVED AND UPDATED DISTANCE TO THLD NOTE FROM "367 HAT: 1.01 NM" TO "369 HAT: 1.02" IN PROFILE LINE 5 - IAW 8260.19I 8-6-7.E.(3).
25. NOTES: REMOVED "CHART PLANVIEW NOTES AT RAPOY AND ANGIL: MAX 230 KIAS"; ADDED "CHART SPEED ICON IN PLANVIEW AT VUVIP: MAX 250 KIAS", "EEVEL: MAX 230 KIAS", "MAX 250 KIAS", "MAX 250 KIAS", "MAX 230 KIAS" - SPEED RESTRICTIONS ADDED PER ATC/FPT REQUEST, FORMAT ADJUSTED IAW 8260.19I 4-6-10.G.
26. NOTES: REMOVED "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA" - NO LONGER REQUIRED IAW 8260.19I 8-6-11.K.(3).
27. ADDITIONAL FLIGHT DATA: REMOVED "CHART FAS OBST: 3068 TREE 481939N-1141410W, 3089 TREE 482005N-1141449W" - IAW 8260.19I 8-6-10.C., ONLY NONPRECISION FINAL CONTROLLING OBSTACLES ARE TO BE ANNOTATED.
28. ADDITIONAL FLIGHT DATA: ROUTE TYPE QUALIFIER ENTRIES - NO LONGER REQUIRED.
29. ADDITIONAL FLIGHT DATA: ADDED "CHART ARRIVAL HOLDING AT EEVEL: HOLD SW, LT, 036.53 INBOUND, 10000" - ARRIVAL HOLDING ADDED PER ATC/FPT REQUEST.
30. ALTERNATE MINIMUMS: REMOVED "NA WHEN LOCAL WEATHER NOT RECEIVED" - NOTE N/A IAW 8260.19I 8-6-11.B.(3) AND 8260.19I ATTACHMENT 4 5.B.
31. MINIMUMS: RNP 0.10 DA*: DA/VIS/HAT UPDATED FROM "3344 / 1 1/4 / 367" TO "3346 / 1 / 369" - NEW FINAL/MISSED CONTROLLERS IDENTIFIED.
32. MINIMUMS: RNP 0.30 DA*: DA/VIS/HAT UPDATED FROM "3446 / 1 3/4 / 469" TO "3418 / 1 3/8 / 441" - NEW FINAL/MISSED CONTROLLERS IDENTIFIED.
33. MINIMUMS: RNP 0.30 DA: DA/VIS/HAT UPDATED FROM "3662 / 2 1/2 / 685" TO "3637 / 1 7/8 / 660" - NEW FINAL/MISSED CONTROLLER IDENTIFIED.



COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZLC, GPI ATCT, AMGR

FLIGHT CHECKED BY

JEFFREY A FINDLEY

Digitally signed by

RAKE MCGRAW

Sep 11, 2023

OFFICE

FPO

DATE

09/07/2023

DEVELOPED BY

JASON KRETSCHMER (COLIN CAMPBELL)

Digitally signed by

JASON KRETSCHMER

May 12, 2023

OFFICE

AJV-A421

DATE

03/15/2023

APPROVED BY

JASON KRETSCHMER

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JASON KRETSCHMER

May 12, 2023

OFFICE

AJV-A421

DATE

TITLE
MANAGER

