

GENERAL

Operational Hours

ATS Hours: TWR 1300-0500‡, use CTAF outside TWR OPS hours

AD OPS Hours: Attended continuously

Airport Information

RFF: FAA Index B / CAT 6

PCN: RWY 12/30: 83/F/D/W/T

Operation

Traffic Note

RWY and APCH ligs are turned off when TWR CLSD, thereafter activation by CTAF.

RWY Restriction

RWY 12/30: 180° turns prohibited for ACFT over 5.7t / 12500lbs gross weight on all movement areas. Avoid locked turns.

When TWR CLSD, RWY 08/26 CLSD except for taxi.

TWY Restriction

TWY G between RWY 08 end to RWY 12/30 MAX 5.7t / 12500lbs. Avoid locked turns.

Warnings

MSO VOR/DME unusable:

R082-R150 beyond 20NM below 11000ft.

R168-R223 beyond 25NM.

R223-R243 beyond 20NM below 12000ft.

R343-R043 beyond 10NM.

MSO VOR unusable:

R082-R116 beyond 27NM below 13000ft.

MSO DME unusable:

R082-R116 beyond 27NM below 14000ft.

RWY 08/26 surface variations with patches.

Parachute jumping in vicinity of AD.

Hang glider OPS 5.5NM east of RWY 30.

Birds in vicinity of AD, especially APR-MAY and OCT-DEC.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

DEPARTURE

| Take-off Minima

RWY		12	
1+2 ENG 3+4 ENG ft - ft/SM 1+2 ENG 3+4 ENG All ACFT	ft - ft/SM	SID MZULA	
		0 - 5000R/1.0V	MNM climb gradient 5.6% up to 7800
		0 - 2400R/0.5V	
		All other departures	
		0 - 5000R/1.0V	MNM climb gradient 5.6% up to 7800
		0 - 2400R/0.5V	
		c2700 - 3.0V	Climb in visual conditions
RWY		30	
1+2 ENG 3+4 ENG ft - ft/SM 1+2 ENG 3+4 ENG All ACFT	ft - ft/SM	SID DIDLY	
		0 - 1.0V	MNM climb gradient 4.6% up to 7800
		0 - 0.5V	
		All other departures	
		0 - 1.0V	MNM climb gradient 4.6% up to 7800
		0 - 0.5V	
		c2700 - 3.0V	Climb in visual conditions

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Effective 19-JUL-2018

12-JUL-2018

MSO-KMSO

United States **Missoula** Missoula Intl

Missoula Intl **Missoula** United States

AGC
AFC

AF

2-10

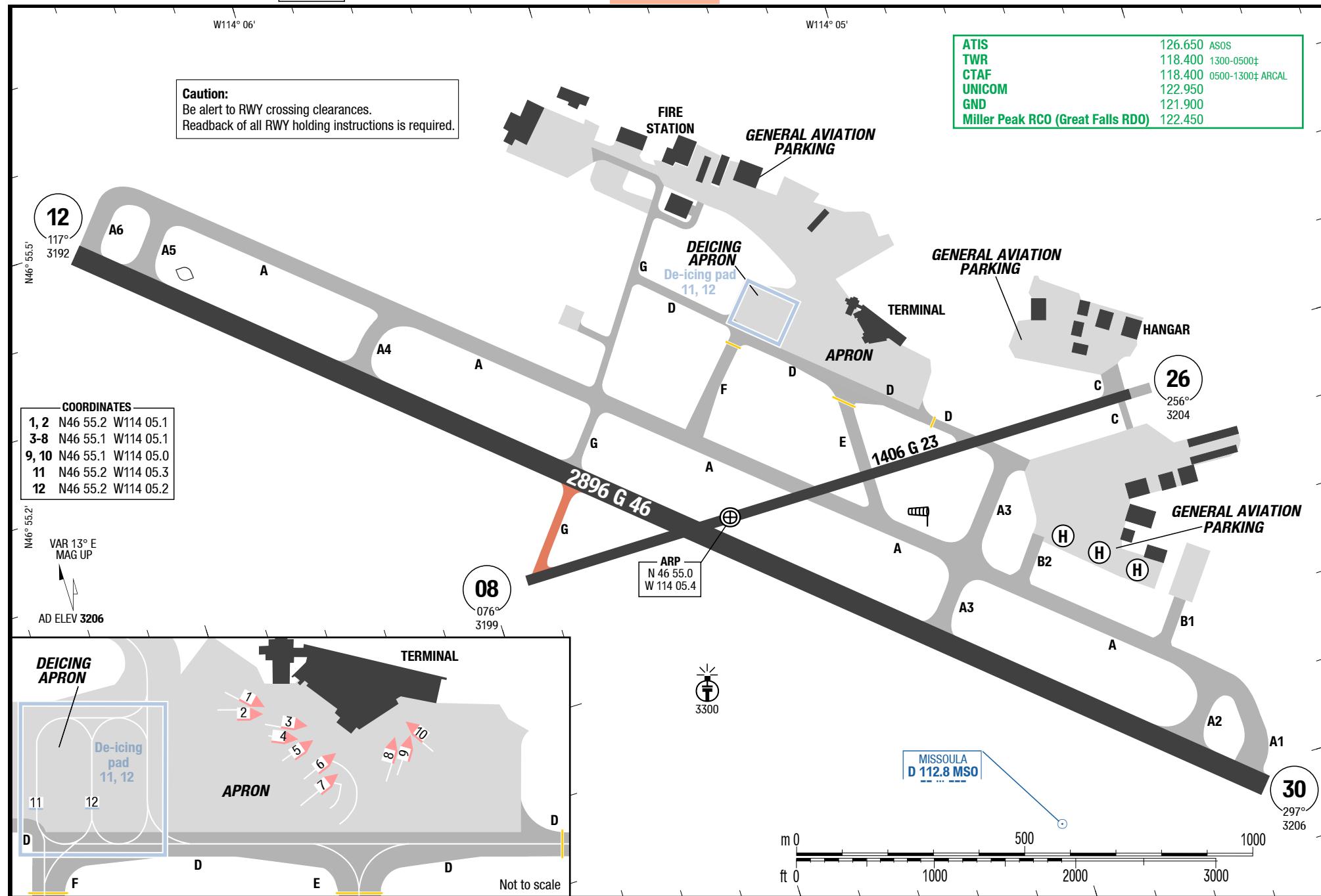
ATIS
Spokane APP/DEP
Salt Lake Center APP/DEP
TWR
CTAF
UNICOM
GND
Miller Peak RCO (Great Falls RDO) 122.450

Landing RWY system:

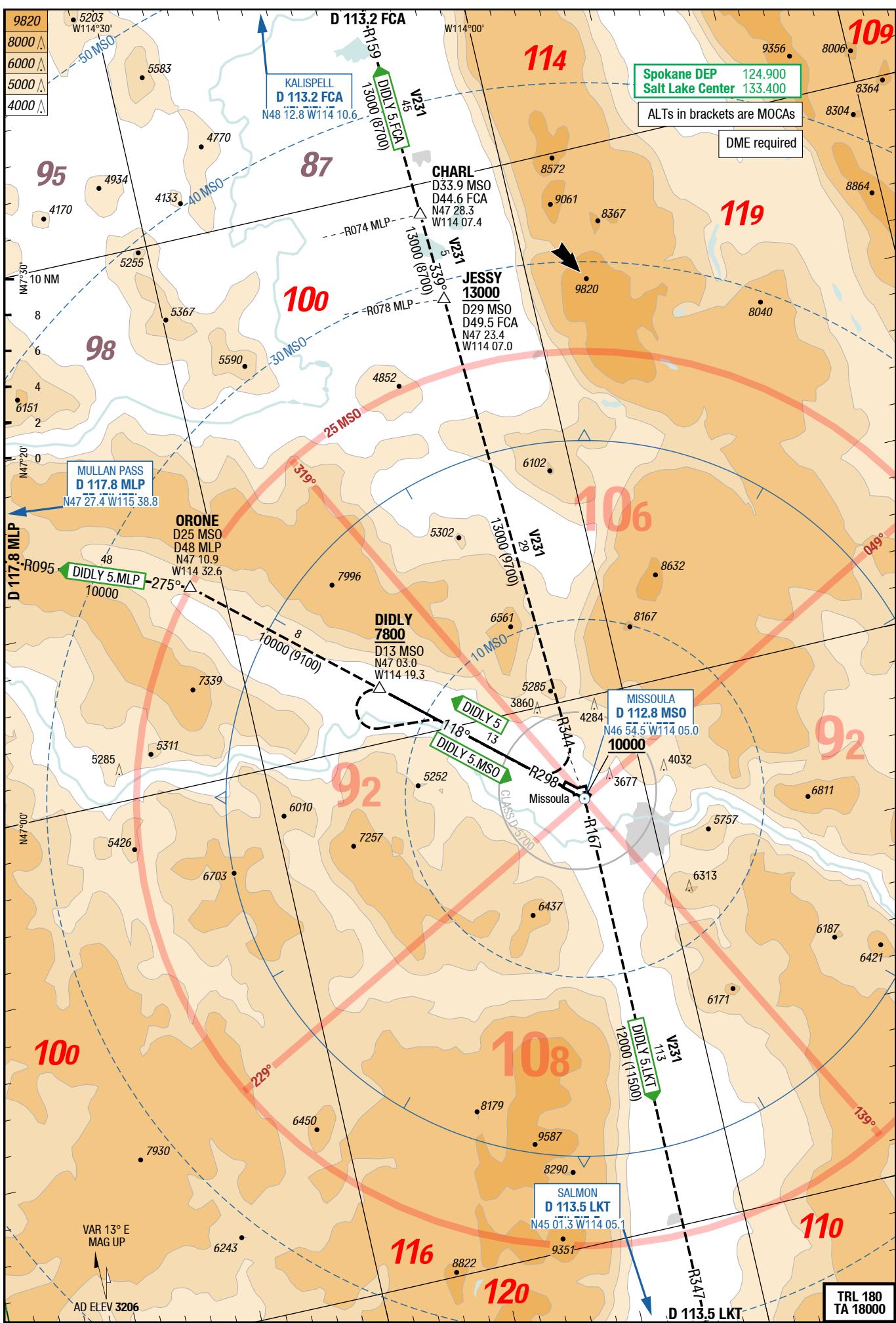
- 08** 1406 G 23 60 ML
- 26** 23 G 1406 -0.1% TDZ 3204 (---%) / THR 3204 (111hPa)
- 12** 2896 G 46 83.0° 60 HL
- 30** 46 G 2896 3.0° -0.1% TDZ 3206 (---%) / THR 3206 (111hPa)

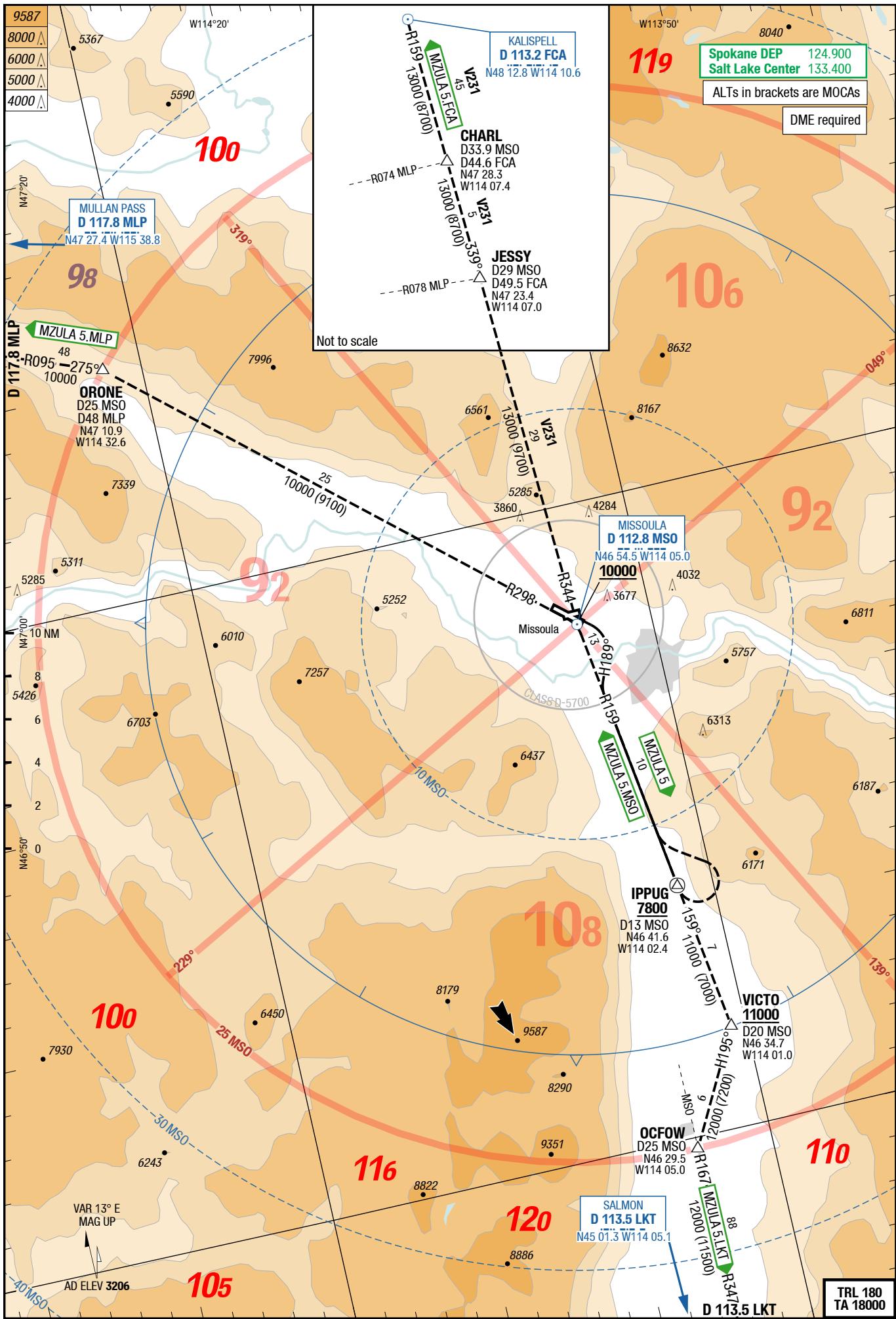
TRL 180 TA 18000

Changes: API



Changes: PROC, MSA, PROC renumbered, VAR, OBST





Effective 24-MAY-2018

17-MAY-2018

MSO-KMSO

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NIL

SID

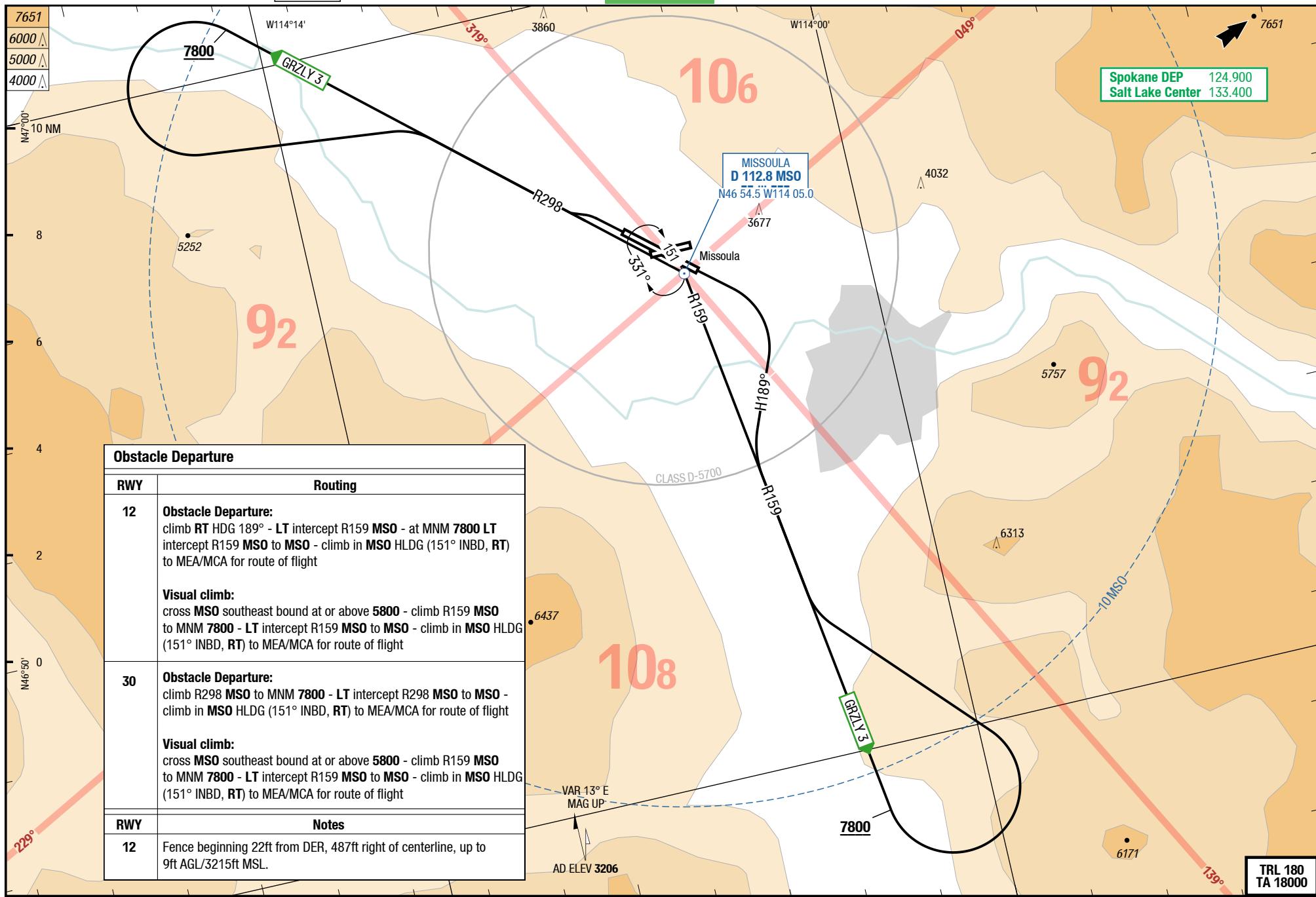
Missoula Intl Missoula United States

NIL

OBST DEP GRZLY 3

4-30

OBST DEP GRZLY 3



5-10

DIDLY 5

DIDLY 5

RWY 30 (297°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
DIDLY 5 124.900	intercept R298 MSO to DIDLY	DIDLY MNM 7800 Initial climb 14000
	TRANSITION	
	KALISPELL (FCA) DIDLY - LT intercept R298 MSO to MSO - R344 MSO to JESSY - intercept R159 FCA to FCA	DIDLY MNM 7800 MSO MNM 10000 JESSY MNM 13000
	MISSOULA (MSO) DIDLY - LT intercept R298 MSO to MSO	DIDLY MNM 7800 MSO MNM 10000
	MULLAN PASS (MLP) DIDLY - ORONE - LT intercept R095 MLP to MLP	DIDLY MNM 7800
	SALMON (LKT) DIDLY - LT intercept R298 MSO to MSO - R167 MSO (R347 LKT inbound) to LKT	DIDLY MNM 7800 MSO MNM 10000

5-20

MZULA 5

SIDPT

MZULA 5

RWY 12 (117°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
MZULA 5 124.900	RT HDG 189°- LT intercept R159 MSO to IPPUG TRANSITION KALISPELL (FCA) IPPUG - LT intercept R159 MSO to MSO - R344 MSO to JESSY - intercept R159 FCA to FCA	IPPUG MNM 7800 Initial climb 14000 IPPUG MNM 7800 MSO MNM 10000
	MISSOULA (MSO) IPPUG - LT intercept R159 MSO to MSO	IPPUG MNM 7800 MSO MNM 10000
	MULLAN PASS (MLP) IPPUG - LT intercept R159 MSO to MSO - R298 MSO to ORONE - LT intercept R095 MLP to MLP	IPPUG MNM 7800 MSO MNM 10000
	SALMON (LKT) IPPUG - VICTO - RT HDG 195° to OCFOW - LT intercept R167 MSO (R347 LKT inbound) to LKT	IPPUG MNM 7800 VICTO MNM 11000

5-30

Obstacle Departure

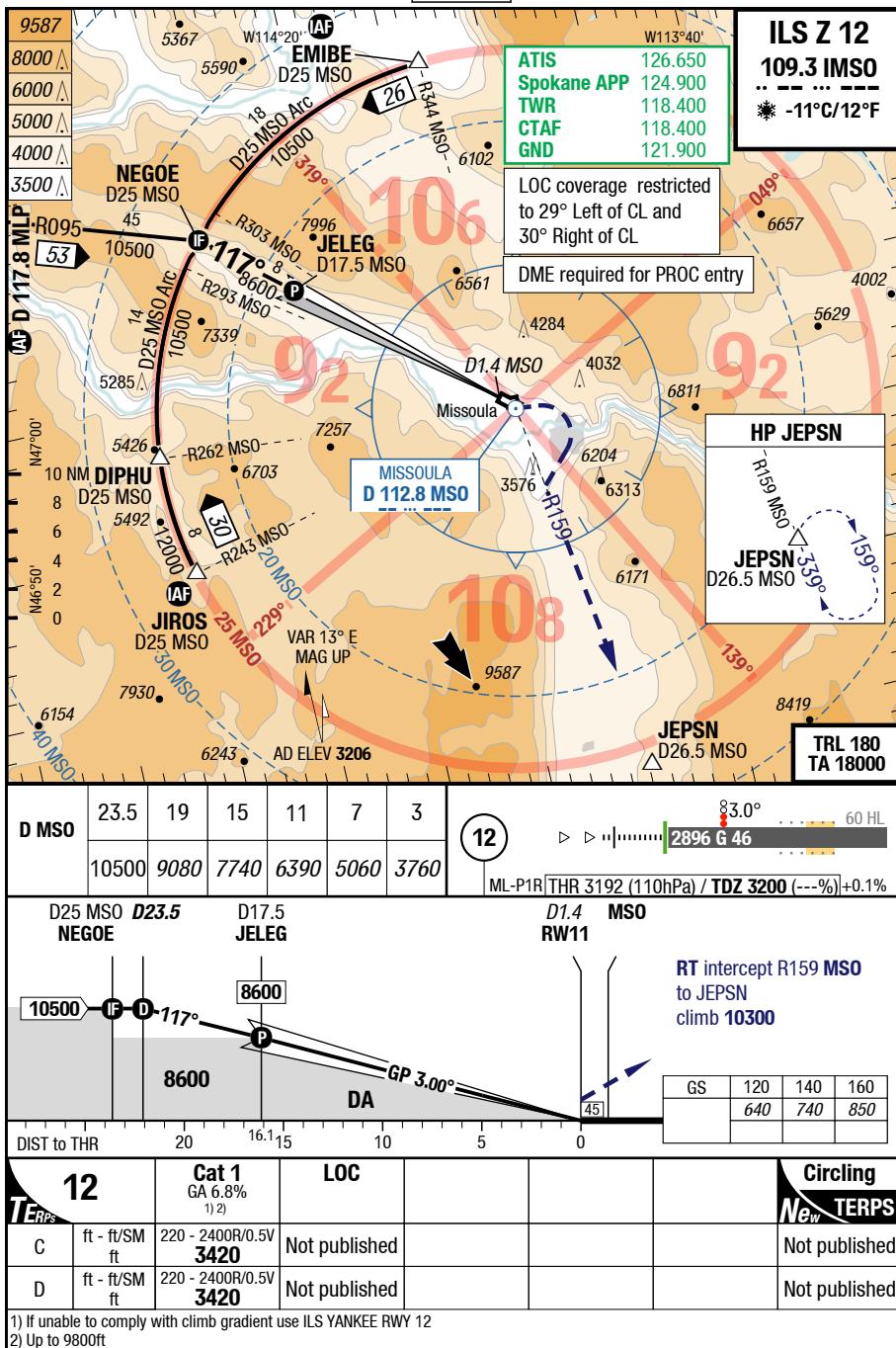
Obstacle Departure

RWY	Routing
12	Use GRZLY DEPARTURE.
30	Use GRZLY DEPARTURE.

MSO-KMSO

7-10

ILS Z 12

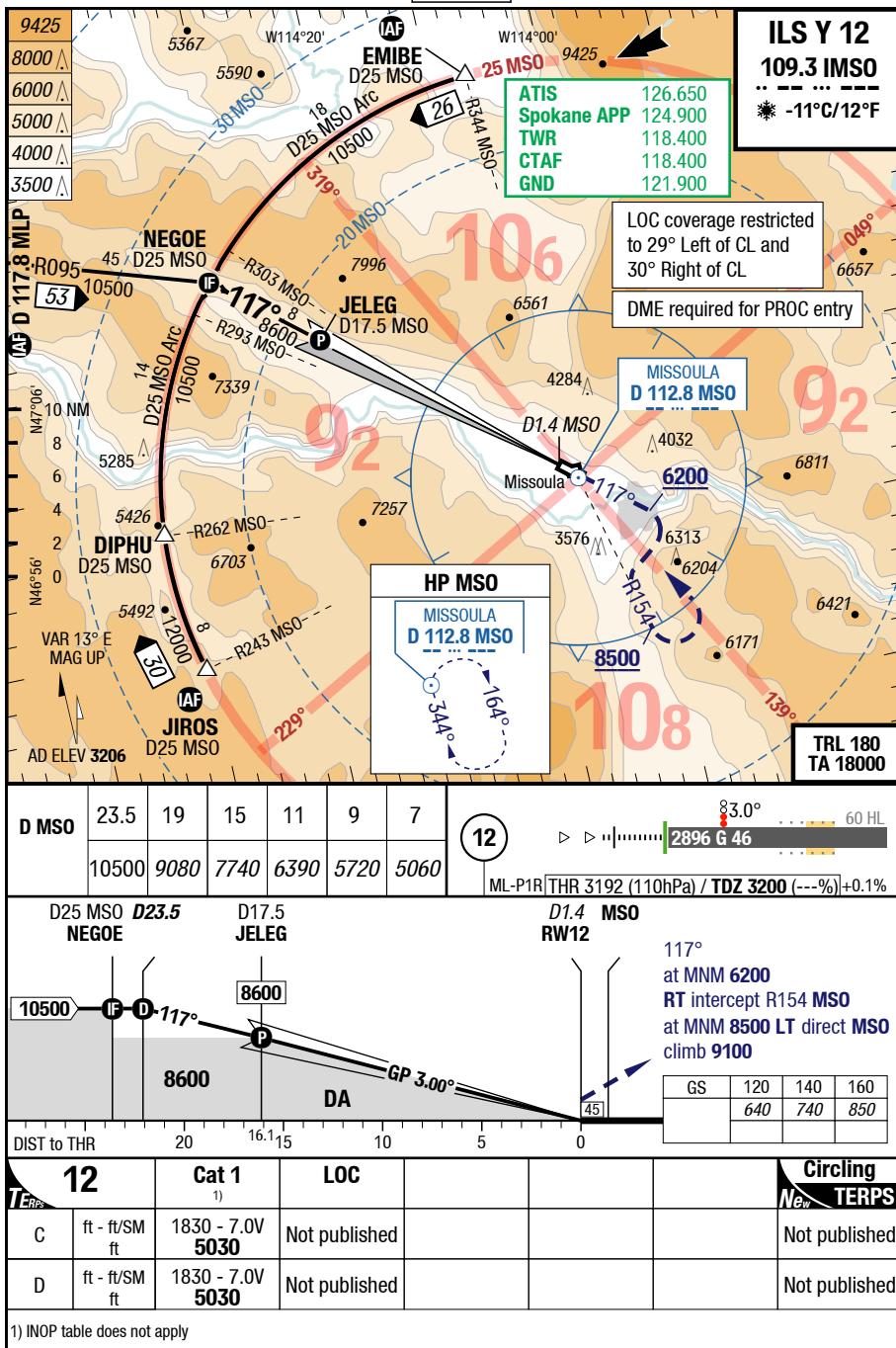


1) If unable to comply with climb gradient use ILS YANKEE RWY 12
2) Up to 9800ft

MSO-KMSO

7-20

ILS Y 12



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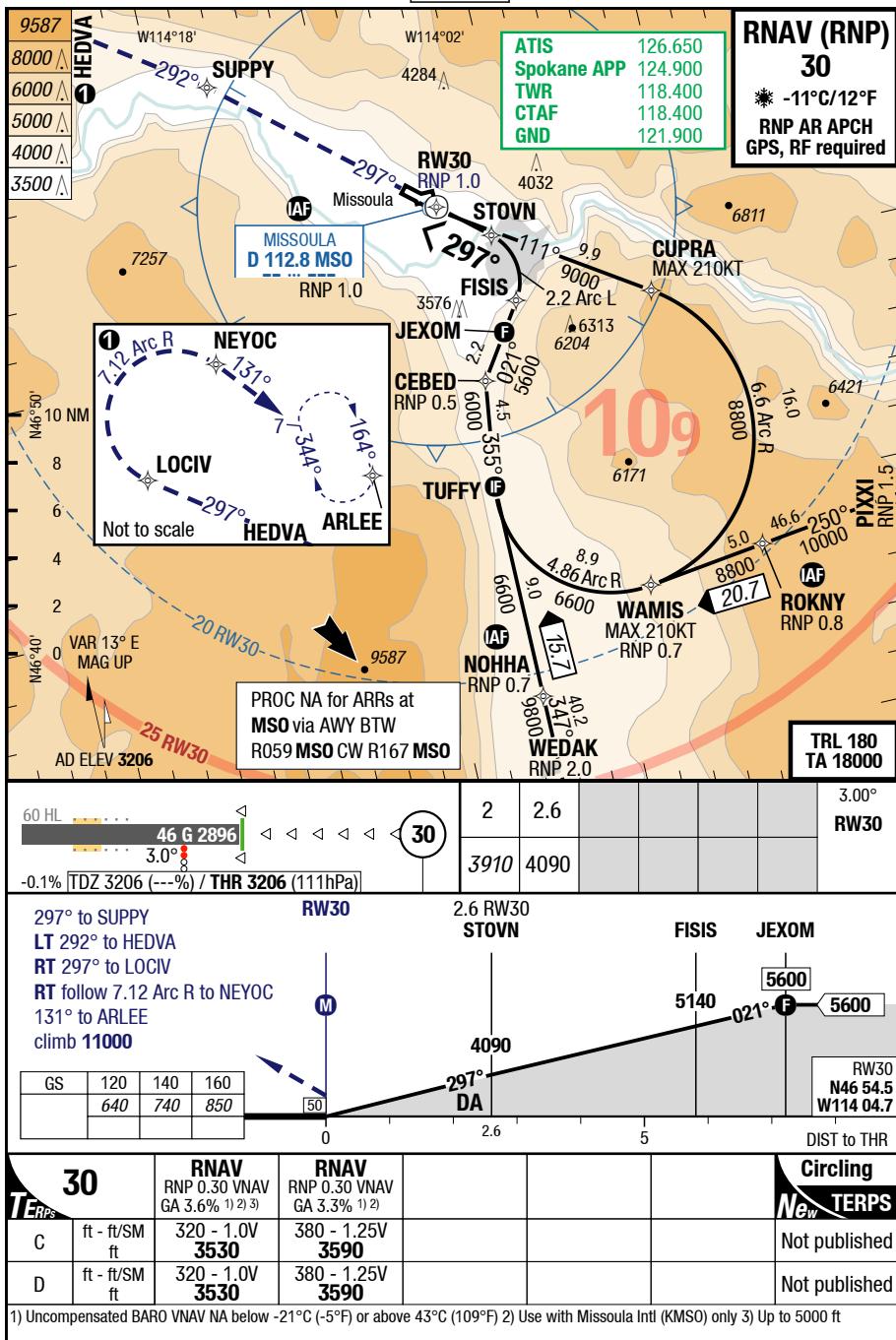
7-30

RNAV (RNP) Z 12

1) Uncompensated BARO VNAV NA below -21°C (-6°F) or above 43°C (109°F) 2) Use with Missoula Intl (KMSO) only 3) Up to 8300 ft 4) If unable see RNAV GPS YANKEE RWY 12

7-40

RNAV (RNP) 30



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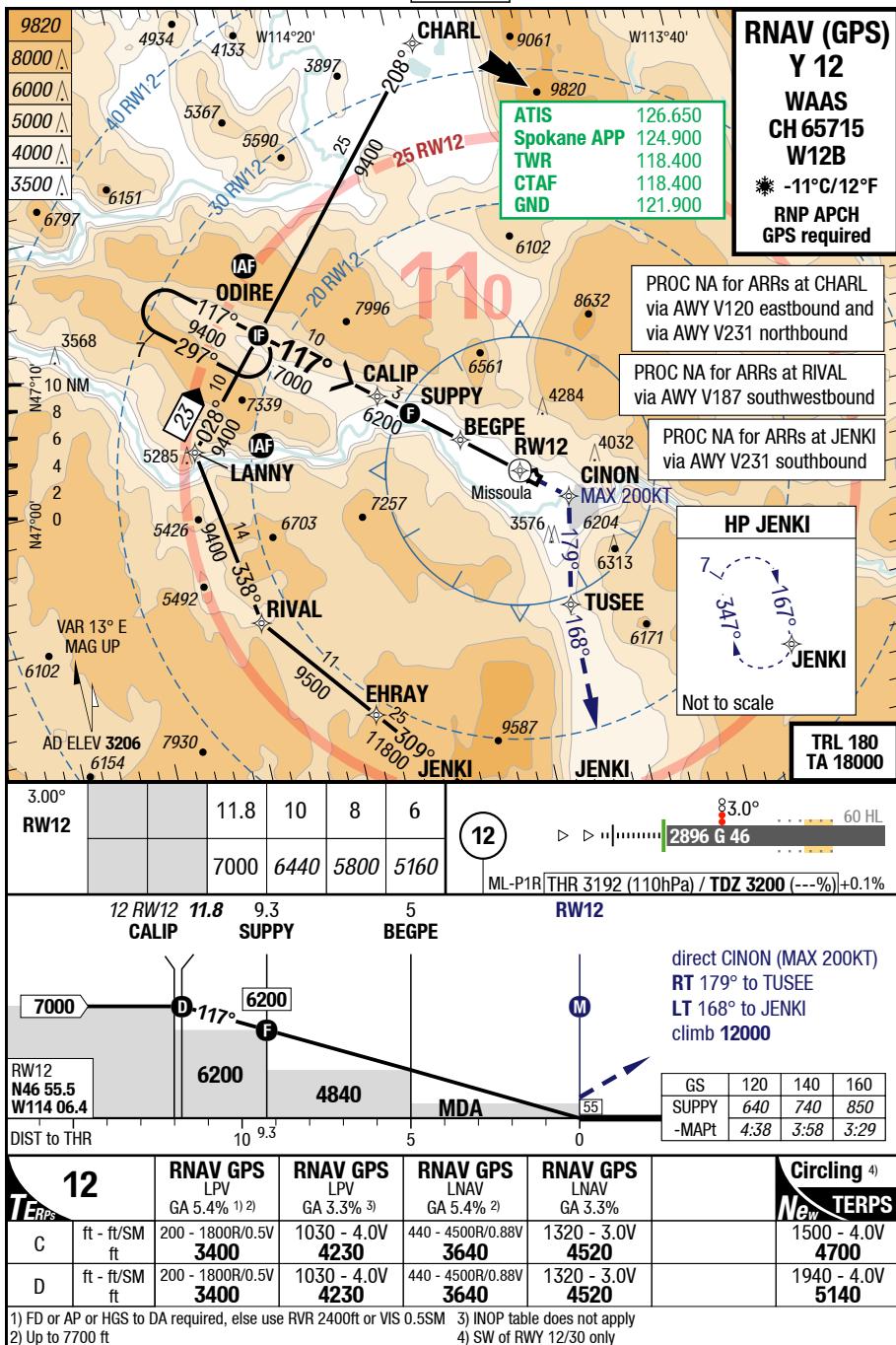
MSO-KMSO

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IAC

7-50

RNAV (GPS) Y 12



Changrao Nil

Changes: Nil

AMDT 3

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12-JUL-2018

MSO-KMSO

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12-JUL-2018

7-60

RNAV (GPS) D

RNAV (GPS) D

Legend:
 -11°C/12°F
 RNP APCH
 GPS required

ATIS 126.650
Spokane APP 124.900
TWR 118.400
CTAF 118.400
GND 121.900

PROC NA for ARRs at UBIJO via AWY V86 southeast bound

TRL 180 TA 18000

Flight plan diagram showing routes from ALHOB, WOJHO, and VISVE. The diagram includes a TDZ 3206 segment between WOJHO and VISVE, and a MDA segment between WOJHO and VISVE. The TDZ 3206 segment is highlighted in red and shows a 3.0° climb. The MDA segment is highlighted in grey and shows a 339° turn. The diagram also includes a table for ML-P1R and a summary table at the bottom.

ML-P1R	THR 3192 (110hPa) / TDZ 3206 (---%)	+0.1%
ML-P1R	THR 3192 (110hPa) / TDZ 3206 (---%)	+0.1%

TDZ 3206 (---%) / THR 3206 (110hPa)	-0.1%
TDZ 3206 (---%) / THR 3206 (110hPa)	-0.1%

TERPS		12/30						Circling ¹⁾ TERPS
C	ft - ft/SM ft							1500 - 3.0V 4700
D	ft - ft/SM ft							1940 - 3.0V 5140

7-70

VOR A

VOR A
D 112.8 MSO
 **-11°C/12°F**

ATIS	126.650
Spokane APP	124.900
TWR	118.400
CTAF	118.400
GND	121.900

SQIDS

TRL 180
TA 18000

12

83.0° 60 H
2896 G 46

108

30

MI - P1B [THB 3192 (110hPa) / TDZ 3200 (---%)] +0.1% -0.1% [TDZ 3206 (---%) / THB 3206 (111hPa)]

D6 HUSON

6900

6900

105°

MDA

D1.4 MADEF

M

MSO

direct MSO
R156 MSO
at MNM 8500 LT
direct MSO
climb 9100

12/30

Circling TERPS

TERP							TERP
C	ft - ft/SM ft						1920 - 3.0V 5120
D	ft - ft/SM ft						1960 - 3.0V 5160

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MSO-KMSO

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IAC

7-80

VOR B

