BZN - GALLATIN FIELD AIRPORT
BOZEMAN, MT
AIRPORT INFORMATION AS PUBLISHED ON 20 APRIL 2000

Location
Lat/Long: 45-46-36.845N / 111-09-10.826W
(45.7769014 / -111.1530072)
(estimated)
Elevation: 4474 ft. / 1363.7 m
(surveyed)
Variation: 16E (1985)
From city: 7 miles NW of BOZEMAN, MT

Airport Operations
Facility use: Open to the public
Sectional chart: GREAT FALLS
Control tower: yes
ARTCC: SALT LAKE CITY CENTER
FSS: GREAT FALLS FLIGHT SERVICE STATION [1-800-WX-BRIEF]
NOTAMs facility: BZN (NOTAM-D service available)
Attendance: 0600-2330
Wind indicator: lighted
Segmented circle: yes
Lights: DUSK-DAWN
WHEN ATCT CLSD ACTVT MIRL RY 12/30; REIL RY 30 & MALSR
RY 12 - CTAF.
Beacon: white-green (lighted land airport)
Landing fee: yes, LNDG FEE FOR ACFT OVER 12500 LBS.
Fire and rescue: ARFF index B
Airline operations: Full FAR Part 139 certification, currently receiving scheduled air carrier service

Airport Communications
CTAF: 118.2
UNICOM: 122.95
WX ASOS: 135.425 (406-388-4882)
GROUND CONTROL: 121.8
LOCAL CONTROL: 118.2
• COMMUNICATIONS PRVDD BY GREAT FALLS RADIO ON FREQ 122.5 (BOZEMAN RCO).
• APCH/DEP SVC PRVDD BY SALT LAKE ARTCC ON FREQS
Radio aids to navigate to the Airport

<table>
<thead>
<tr>
<th>VOR radial/distance</th>
<th>VOR name</th>
<th>Freq</th>
<th>Var</th>
</tr>
</thead>
<tbody>
<tr>
<td>BZN at field</td>
<td>BOZEMAN VOR/DME</td>
<td>112.20</td>
<td>18E</td>
</tr>
<tr>
<td>LVM 264/30.1</td>
<td>LIVINGSTON VORTAC</td>
<td>116.10</td>
<td>15E</td>
</tr>
</tbody>
</table>

Airport Services

Fuel available: 100 100LL A
Parking: hangars and tiedowns
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: HIGH/LOW
Bulk oxygen: HIGH/LOW
Other services: air freight, agricultural operations (aerial spraying), charter flights, glider rental, flight instruction, skydiving, aircraft towing

Runway Information

Runway 3/21
Dimensions: 2650 x 60 ft. / 808 x 18 m
Surface: asphalt/porous friction courses, in good condition
Weight limitations: Single wheel: 16000 lbs

<table>
<thead>
<tr>
<th>RUNWAY 3</th>
<th>RUNWAY 21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic pattern: left</td>
<td>left</td>
</tr>
<tr>
<td>Runway heading: 030 magnetic, 046 true</td>
<td>210 magnetic, 226 true</td>
</tr>
<tr>
<td>Markings: basic</td>
<td>basic</td>
</tr>
<tr>
<td>Markings condition: good</td>
<td>good</td>
</tr>
<tr>
<td>Latitude: 45-46-02.654N</td>
<td>45-46-26.139N</td>
</tr>
<tr>
<td>Longitude: 111-09-16.985W</td>
<td>111-08-42.529W</td>
</tr>
<tr>
<td>Elevation: 4474.1 ft.</td>
<td>4451.0 ft.</td>
</tr>
<tr>
<td>Displaced threshold: no</td>
<td>no</td>
</tr>
<tr>
<td>TOUCHDOWN POINT: yes</td>
<td>yes</td>
</tr>
<tr>
<td>TD elevation: 4474.0 ft.</td>
<td>4472.0 ft.</td>
</tr>
</tbody>
</table>

Runway 12/30
Dimensions: 9003 x 150 ft. / 2744 x 46 m
Surface: asphalt/porous friction courses, in good condition
Weight limitations: PCN 38/P/A/X/T
Single wheel: 75000 lbs
Double wheel: 160000 lbs
Double tandem: 240000 lbs
Dual double tandem: FOR DC-10-40 650000 AND FOR B747-100 770000.
Runway edge lights: medium intensity

<table>
<thead>
<tr>
<th>RUNWAY 12</th>
<th>RUNWAY 30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic pattern: left</td>
<td>left</td>
</tr>
<tr>
<td>Runway heading: 120 magnetic, 136 true</td>
<td>300 magnetic, 316 true</td>
</tr>
<tr>
<td>Markings: precision instrument</td>
<td>precision instrument</td>
</tr>
<tr>
<td>Markings condition: fair</td>
<td>fair</td>
</tr>
</tbody>
</table>
Latitude: 45-47-17.134N          45-46-13.472N
Longitude: 111-09-59.384W        111-08-30.788W
Elevation: 4421.1 ft.            4458.4 ft.
Threshold crossing height: 55 ft. AGL          51 ft. AGL
Visual glide path angle: 3.00 degrees         3.00 degrees
  Visual slope indicator: 4-box VASI on left  4-box VASI on left
Approach lights: MALSR: 1,400 foot
medium intensity approach lighting  system with runway alignment
ter indicators
Runway end identifier lights:           yes
Instrument approach: ILS
Displaced threshold: no                 no
TOUCHDOWN POINT: yes                   yes
TD elevation: 4439.0 ft.               4458.0 ft.

Airport Inspection
Inspected by: FAA Airports field personnel from the Northwest
Mountain Region: Seattle, WA Last inspection: 06 July 1999

Federal agreements: - National Plan of Integrated Airport Systems
NPIAS)
- Grant agreements under FAAP/ADAP/AIP
- Assurances pursuant to Title VI, Civil Rights Act of 1964
- AP-4 agreement under DLAND or DCLA has expired

Airport Operational Statistics
Aircraft based on the field: 158   Aircraft operations: average
141/day
Single engine airplanes: 133       51% local general aviation
Multi engine airplanes: 7           26% transient general
aviation
Jet airplanes: 4                    15% commercial
Helicopters: 3                       7% air taxi
Gliders: 9                          <1% military
Ultralights: 2

Remarks
-ACFT OPNS ON TURF AREA NORTH SIDE OF RY 12/30.
-RY 03/21 & TWY M ARE NOT AVBL FOR ACR OPNS WITH ACFT WITH
MORE THAN 30 PSGR SEATS.
-NORMAL SNOW REMOVAL UNAVBL 2300-0500.
-TKOF RWY 3 PROHIBITED UNTIL AFTER CFMG NO TFC USING RWY
12.
-SNOW REMOVAL EQUIP MONITORS - CTAF.
-GLIDER OPNS ON & INV OF ARPT.