

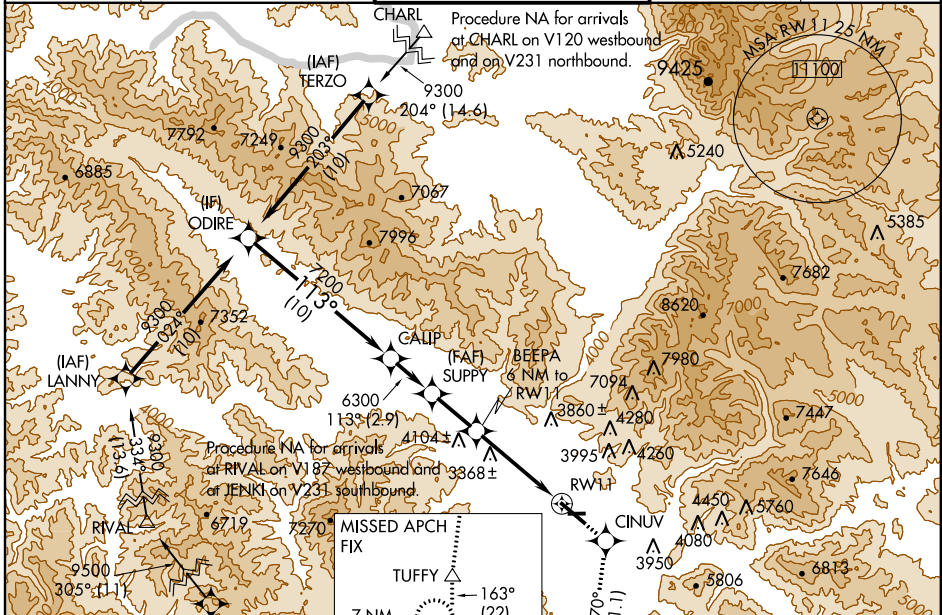
WAAS CH <b>65715</b> <b>W11B</b>	APP CRS <b>113°</b>	Rwy Idg <b>9501</b> TDZE <b>3200</b> Apr Elev <b>3206</b>
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# RNAV (GPS) Y RWY 11

MISSOULA INTL (MISO)

<p>▼ Inoperative table does not apply to LNAV % Cats A/B. For inoperative MALSR, increase LPV all Cats visibility to 2½ miles.                  ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.                  # Missed approach requires minimum climb of 290 feet per NM to 8300.</p>	<p>MALSR  </p>	<p>MISSED APPROACH: Climb to 12000 direct CINUV and on track 170° to TUFFY and on track 163° to JENKI and hold, continue climb-in-hold to 12000.</p>
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ATIS <b>126.65</b>	SPOKANE APP CON * <b>124.9 298.95</b>	MISSOULA TOWER * <b>118.4 (CTAF) 377.175</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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NW-1, 07 FEB 2013 to 07 MAR 2013

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<p>ELEV 3206 <b>D</b></p> <p>113° to RW11</p> <p>TDZE 3200</p> <p>TWR 3298</p> <p>4612 X 75</p> <p>3250</p> <p>25</p> <p>2901 X 130</p>						
ODIRE	12000	CINUV	tr 170°	TUFFY	tr 163°	JENKI
9300	↑	◆	△	△	△	△
Procedure Turn NA				*3.1 NM to RW11	*LNAV only.	
GS 3.08° TCH 55	7200	6300	*5220			
10 NM	2.9 NM	3.1 NM	2.9 NM	3.1 NM		
CATEGORY	A	B	C	D		
LPV DA#	3896-2 696 (700-2)					
LNAV MDA#	4220-¾ 1020 (1100-¾)	4220-1 1020 (1100-1)	4220-2½	1020 (1100-2½)		
LNAV MDA%	5100-1¼ 1900 (1900-1¼)	5100-1½ 1900 (1900-1½)	5100-2½	1900 (1900-2½)		
CIRCLING	5100-1¼ 1894 (1900-1¼)	5100-1½ 1894 (1900-1½)	5100-3	1894 (1900-3)		
	REIL Rwy 29 MIRL Rwy 7-25 HIRL Rwy 11-29 <b>⓪</b>					