

RNAV (GPS) RWY 35
GREAT FALLS INTL (GTF)

MISSED APPROACH: Climb to 6200 direct KNOWL and hold.

CLNC DEL
121.7 348.6

MISSED APCH FIX

7 NM

167°

347°

KNOWL

6629
(IAF)
HOXEK

$$7094^{+A}_{-B}$$

ELEV 3680	D	TDZE 3668
HIRL Rwy 3-21		
MIRL Rwy 17-35		
REIL Rwy 21		
TDZ/CL Rwy 3		

7 NM Holding Pattern

NICKH

CEVRO

TEFFS

RW35

8000

167°

347°

5800


4440

6200

1.1 NM

*LNAV only

GP 3.00° TCH 48

CATEGORY		A	B	C	D
LPV	DA	3918-3/4		250 (300-3/4)	
LNAV/ VNAV	DA	4086-1 3/8		418 (500-1 3/8)	
LNAV	MDA	4080-3/4 412 (500-3/4)	4080-1 412 (500-1)	4080-1 1/8	412 (500-1 1/8)
 CIRCLING		4120-1 440 (500-1)	4140-1 460 (500-1)	4320-1 3/4 640 (700-1 3/4)	4420-2 1/4 740 (800-2 1/4)

The diagram illustrates the proposed runway extension from RW35 to RW3735. The extension is shown as a thick black line segment. At the existing end near RW35, there is a vertical dimension line indicating a length of 6030 X 150. Along this extension, two points are marked: TW8 at station 3818 and TW9 at station 3798. A bearing of 347° is shown pointing towards RW35. A note indicates a 0.5% UP slope for the extension.