

APPENDIX E - 2008

AIRPORT IDENTIFICATION AND CLASSIFICATION GUIDE**, MONTANA

FIELD	ID	LAT.	LON.	CAT.	ELEV.	LGTH.	LIGHTS	SUR-FACE*	REMARKS
ANACONDA	3U3	N46°09.1'	W112°51.7'	II	5,030'	6,000'	YES	A	
ASHLAND	3U4	N45°36.0'	W106°16.0'	III	2,909'	3,630'	NO	G	Trees encroaching on field, use caution with larger A/C.
AUGUSTA	3U5	N47°27.8'	W112°22.8'	III	4,145'	3,650'	NO	T	Displaced thresholds, both ends
BABB	49S	N48°50.7'	W113°25.6'	III	4,518'	3,860'	NO	T	
BAKER	BHK	N46°21.5'	W105°15'	II	2,971'	4,900'	YES	A	
BELLE CREEK	3V7	N45°07.5'	W105°05.53'		3,678'	3,770'	YES	A	Lights 45' from runway edges; Relocated night threshold
BENCHMARK	3U7	N47°28.9'	W112°52.2'	III	5,434'	6,000'	NO	A	Subject to severe crosswinds and turbulence
BIG SANDY	3U8	N48°09.7'	W110°06.8'		2,700'	3,600'	NO	A	
BIG TIMBER	6S0	N45°48.3'	W109°58.8'	II	4,482'	5,285'	YES	A	Possible downdrafts on approach to Runway 24
BILLINGS	BIL	N45°8.5'	W108°32.4'	I	3,649'	10,500'	YES	A	GE-392
BOULDER	3U9	N46°12.7'	W112°06.3'	III	4,970'	3,675'	NO	T	Rough
BOZEMAN	BZN	N45°46.6'	W111°09.2'	I	4,462'	9,000'	YES	A	GE-392
BRIDGER	6S1	N45°17.5'	W108°55'	II	3,720'	3,400'	YES	A	RW 16 threshold relocated for night ops
BROADUS	00F	N45°26'	W105°25'	II	3,034'	3,150'	YES	A	
BROWNING	8S0	N48°36.1'	W113°06.8'	III	4,655'	4,069'	NO	A	
BUTTE	BTM	N45°57.2'	W112°29.8'	I	5,545'	9,000'	YES	A	
CANYON FERRY	8U9	N46°25.1'	W111°34.6'	?	3,840'	3,200'	NO	T	Displaced threshold; Powerlines; May be rough
CHESTER	LTY	N48°31.3'	W110°59'		3,169'	4,600'	YES	A	
CHINOOK	S71	N48°35.3'	W109°59'		2,413'	4,000'	YES	A	
CHOTEAU	CII	N47°49.5'	W112°09.8'	II	3,945'	3,800'	YES	A	
CIRCLE	4U6	N47°25'	W105°33'		2,246'	4,100'	YES	A	
COLSTRIP	M46	N45°51.1'	W106°42.32'	II	3,425'	5,100'	YES	A	Day/Night VFR only
COLUMBUS	6S3	N45°37.8'	W109°15'		3,575'	3,800'	YES	A	
CONDON	S04	N47°32.3'	W113°43.2'	IV	3,686'	2,275'	NO	T	BCA check required. High trees, downdrafts both ends
CONRAD	S01	N48°10.2'	W111°58.5'		3,535'	4,600'	YES	A	
CRYSTAL LAKE	81S	N48°47.4'	W114°52.8'	III	3,141'	5,000'	NO		Private. Runway slopes rapidly uphill, south → north
CULBERTSON	S85	N48°09.3'	W104°30.3'		1,953'	3,800'	YES	A	
CUT BANK	CTB	N48°36.5'	W112°22.5'	I	3,854'	5,300'	YES	A	GE-392
DEER LODGE	38S	N46°23.3'	W112°46'	II	4,689'	4,400'	YES	A	
DEL BONITA	H28	N49°00.0'	W112°47.5'		4,336'	4,400'	NO	T	Turf; Soft when wet; CUSTOMS

FIELD	ID	LAT.	LON.	CAT.	ELEV.	LGTH.	LIGHTS	SUR-FACE*	REMARKS
DELL	4U9	N44°42.2'	W112°43.2'	II	6,007'	7,000'	YES	A	
DENTON	5UO	N47°19.3'	W109°56.5'		3,592'	2,550'	NO	AT	
DILLON	DLN	N45°15.2'	W112°33.3'	II	5,283'	6,500'	YES	A	
DRUMMOND	M26	N46°37.2'	W113°12.3'	II	4,245'	2,400'	NO	T	Turf - New ID in '08.
DUTTON	5U1	N47°50.8'	W111°41.9'		3,699'	3,130'	YES	T	Threshold relocated for night ops
EKALAKA	97M	N45°52.7'	W104°32.3'	III	3,480'	3,800'	YES	A	
EAST POPLAR	8U3	N49°00.0'	W105°24.0'		2,501'	3,330'	NO	T	CUSTOMS
ENNIS	EKS	N45°16.1'	W104°32.3'	III	5,360'	4,700'	YES	A	
ENNIS SPORTSMAN	S55	N45°21.5'	W111°44.0'	III	4,985'	3,667'	NO		Private. Powerline on approach to RW 36
EUREKA	88M	N48°58.1'	W115°04.2'	II	2,668'	4,200'	YES	A	Taxiways may be soft or in poor condition
FAIRFIELD	5U5	N47°37.7'	W111°58.8'	II	3,989'	3,800'	YES	A	
FAIRVIEW	5U6	N47°51.7'	W104°04.4'		2,152'	3,000'	NO	T	
FERNDAL BF	53U	N48°04.5'	W114°00.0'	III	3,060'	3,500'	NO	T	Trees on both ends
FORSYTH	1S3	N46°16.3'	W106°37.4'		2,727'	4,799'	YES	A	
FORT BELKNAP	U09	N48°28.9'	W108°46.1'	III	2,374'	3,200'	NO	A	
FORT BENTON	79S	N47°50.3'	W110°38.8'		2,886'	3,400'	YES		
FORT SMITH	5U7	N45°19.3'	W107°55.8'		3,242'	3,827'	NO	A	
GARDINER	29S	N45°03.0'	W110°44.8'	III	5,286'	3,215'	YES	A	
GERALDINE	5U8	N47°35.8'	W110°15.9'		3,173'	2,900'	YES	A	
GLASGOW	GGW	N48°12.8'	W106°37.1'	I	2,293'	5,000'	YES	A	GE-392
GLENDIVE	GDV	N47°08.3'	W104°48.3'	I	2,456'	5,704'	YES	A	GE-392
GREAT FALLS	GTF	N47°29.0'	W111°22.2'	I	3,674'	10,500'	YES	A	GE-392; CUSTOMS
HAMILTON	6S5	N46°15.2'	W114°07.2'	II	3,640'	4,200'	YES	A	
HARDIN	F02	N45°43.5'	W107°36.0'	II	2,911'	3,542'	YES	A	
HARLEM	U09	N48°34.0'	W108°46.3'	II	2,623'	4,100'	YES	A	
HARLOWTON	HWQ	N46°27.3'	W109°51.3'	II	4,309'	4,200'	YES	A	
HAVRE	HVR	N48°32.6'	W109°45.7'	I	2,584'	5,200'	YES	A	GE-392
HELENA	HEL	N46°36.4'	W111°58.9'	I	3,873'	9,000'	YES	A	GE-392
HINSDALE	6U5	N48°23.2'	W107°04.1'		2,220'	2,200'	YES	T	Turf: Muddy when wet
HOGELAND	6U6	N48°51.5'	W108°39.5'		3,138'	3,140'	NO	T	Turf; soft when wet
HOT SPRINGS	S09	N47°36.8'	W114°36.8'	III	2,763'	2,880'	YES	G	Transmission line east of airport; Displaced threshold night ops
HYSHAM	6U7	N46°17.4'	W107°11.7'		2,624'	2,950'	YES	G	
JORDON	JDN	N47°20.0'	W106°56.0'	II	2,662'	4,300'	YES		
GLACIER INTL	FCA	N48°18.7'	W114°15.3'	I	2,972'	8,000'	YES	A	GE-392
KALISPELL CITY	S27	N48°10.7'	W114°18.2'	I	2,932'	3,600'	YES	A	No right turnout; radio towers south; restricted Baron use; Threshold relocated for night ops
LAKEVIEW	MT46	N44°37.0'	W111°48.0'	III	6,630'	3,100'	NO	A	Private
LAUREL	6S8	N45°42.2'	W105°45.7'		3,515'	5,200'	YES	A	
LAVINA	80S	N46°18.4'	W108°57.3'		3,490'	3,460'	NO	T	Turf

FIELD	ID	LAT.	LON.	CAT.	ELEV.	LGTH.	LIGHTS	SUR-FACE *	REMARKS
LEWISTOWN	LWT	N47°03.0	W109°28.1	I	4,167'	5,600'	YES	A	GE-392
LIBBY	S59	N48°17.0	W115°29.4'	II	2,600'	5,000'	YES	A	GE-392.
LINCOLN	S69	N48°17.0'	W112°38.6'	III	4,597'	4,000'	NO	A	
LIVINGSTON	LVM	N45°42.2'	W110°26.8'	I	4,656'	5,700'	YES	A	GE-392
MALTA	M75	N48°21.0'	W107°53.2'		2,254'	4,500'	YES	A	
MEADOW CREEK	0S1	N47°50.8'	W113°24.5'	III	3,984'	2,830'	NO		BCA check required. Turf. Poor approach
METZEL CREEK	MT47	N44°42.0'	W111°54.0'	III	6,680'	4,500'	NO		Private
MILES CITY	MLS	N46°25.7	W114°05.4'	I	2,628'	5,680'	YES	A	GE-392
MISSOULA	MSO	N46°55.0'	W114°05.4'	I	3,201'	9,501'	YES	A	GE-392
MORGAN	7U4	N49°00.0'	W107°49.5'		2,813'	3,000'	NO		Turf
NINEMILE	MT52	N47°04.3	W114°24.5'	IV	3,360'	2,600	NO		BCA check required. No TDC-3
OPHEIM	S00	N48°52.0'	W106°25.0'		3,264'	2,675	YES	T	Turf
OXBOW	6U4	N46°58.8'	W112°00.3'	III	3,635'	4,800'	NO		Private
PHILLIPSBURG	U05	N46°19.2'	W113°18.3'	II	5,212'	3,600'	Yes	A	Powerlines on south end of approach 34
PLAINS	S34	N47°28.3'	W114°54.0'	III	2,460'	3,050'	YES	A	No right option, wires at south end
PLENTYWOOD	PWD	N48°47.4'	W104°32.0		2,250'	3,900'	YES	A	
POLEBRIDGE	MT60	N48°48.8	W114°20.5		3,639'	2,650'	NO	A	
POLSON	8S1	N47°42.0'	W114°11.3'	II	2,932'	4,200'	YES	A	
POPLAR	42S	N48°07.0'	W105°11.3'		2,005'	3,000'	YES	A	
RED LODGE	RED	N45°11.3'	W109°16.0'	II	5,763'	4,000'	YES	A	
RICHEY	7U8	N47°37.6'	W105°04.6'		2,493'	2,690'	YES	T	Turf/Dirt; Muddy when wet
ROCK CREEK	0MT0	N46°43.7'	W113°39.5'	IV	3,540'	4,075'	NO	T	Turf; Elliott Field; Powerline 1.3nm south of airport
RONAN	7S0	N47°34.3'	W114°05.8'	III	3,069'	4,800'	YES	A	
ROUNDUP	RPX	N46°28.4'	W108°33.4'		3,485'	5,100'	YES	A	
RUSSIAN FLAT		N46°43.3'	W110°24.43'		6,300'	4,000'	NO	T	Airstrip not available until FALL 2009
RYEGATE	8U0	N46°17.4'	W109°14.9'		3,689'	3,440'	NO	T	Turf; Soft when wet
St. IGNATIUS	52S	N47°19.5'	W114°04.8'	II	3,006'	2,610'	YES	A	Displaced threshold at night
SAND SPRINGS	8U1	N47°06.3'	W107°30.2'		3,180'	2,400'	NO	G	Gravel
SCHAFFER	8U2	N48°05.3'	W113°15.0'	IV	4,855'	3,200'	NO	T	BCA check required. Wilderness restrictions, check w/ FDC
SCOBEY	9S2	N48°48.4'	W105°26.5'		2,433'	4,000'	YES	A	
SEELEY LAKE	23S	N47°10.7'	W113°28.8'		4,235	3,475'	NO	T/G	BCA check required. Turf/Gravel
SHELBY	SBX	N48°32.5'	W111°52.3'		3,437'	4,575'	YES		
SIDNEY	SDY	N47°42.4'	W104°11.6'		1,984'	5,705'	YES		
SPOTTED BEAR	8U4	N47°57.5'	W113°33.5'	IV	3,670'	3,800'	NO	T	BCA check required. Turf.
STANFORD	S64	N47°08.8'	W110°13.8'	II	4,328'	4,200'	YES	A	Powerline approach runway 25
STEVENSVILLE	32S	N46°31.5'	W114°03.1'	III	3,620'	3,800'	NO	A	
SUNBURST	8U5	N48°53.2'	W111°55.3'		3,401'	2,700'	NO	T	Turf; Rough
SUPERIOR	9S4	N47°10.1'	W114°51.2'	III	2,787'	3,400'	NO	A	No night ops

FIELD	ID	LAT.	LON.	CAT.	ELEV.	LGTH.	LIGHTS	SUR- FACE *	REMARKS
SWEETGRASS	7S8	N48°59.9'	W111°58.6'		3,552'	2,900'	NO	T	Turf; Muddy when wet; CUSTOMS
TERRY	8U6	N46°46.9'	W105°18.3'		2,281'	4,300'	YES	A	
THOMPSON FALLS	THM	N47°34.5	W115°17.1'	II	2,466'	4,200'	YES	A	
THREE FORKS	9S5	N45°52.7'	W111°34.1'	II	4,086'	5,100'	YES	A	
TIBER DAM	B70	N48°18.8'	W111°06.5'		3,023'	2,550'	NO	T	Turf; maybe rough
TOWNSEND	8U8	N46°19.9'	W11°28.9'	II	3,885'	4,000'	YES		
TROY	57S	N48°28.8'	W115°54.2'	IV	2,017'	3,570'	NO	A	Displaced threshold, not recommended for retractable gear
TURNER	9U0	N48°51.3	W108°24.5'		3,049'	3,600'	YES	A	
TWIN BRIDGES	7S1	N45°32.0'	W112°18.5'	II	4,772'	4,300'	YES	A	
VALIER	7S7	N48°18.0'	W112°15.0'		3,820	3,075'	NO	T	Turf
WEST YELLOWSTONE	WYS	N44°41.3'	W111°07.1'	I	6,644'	8,400'	YES		GE-392
WHITEFISH	58S	N48°24.5'	W114°17.9'	III	3,066'	2,560'	NO	T	
WHITEHALL	MT41	N45°52.6'	W112°07.03'	III	4,420'	3,800'	YES		Private. Permission required. Contact DDC. New ID in '08
WHITE SULFUR SPRGS	7S6	N46°30.2'	W110°54.8'	II	5,061'	6,100'	YES	A	
WILLSALL	9U1	N46°03.0'	W110°41.1'		5,134'	3,100'	NO	T	Turf; Soft when wet
WINIFRED	9S7	N47°33.1'	W109°22.7'		3,311'	2,405'	NO	T	Turf
WISDOM	7S4	N45°35.5'	W113°27.5'	III	6,133'	3,445'	NO	T	Caution - rough
WISE RIVER	O2T	N45°46.1'	W112°59.0'	III	5,830'	4,050	NO	T	
WOLF POINT	OLF	N48°05.7'	W105°34.5'	II	1,986'	5,089'	YES	A	

***Surface: A = Asphalt, T = Turf, G = Gravel**

****Not to be used for navigational purposes**