

MIDCONTINENT AIRLINES

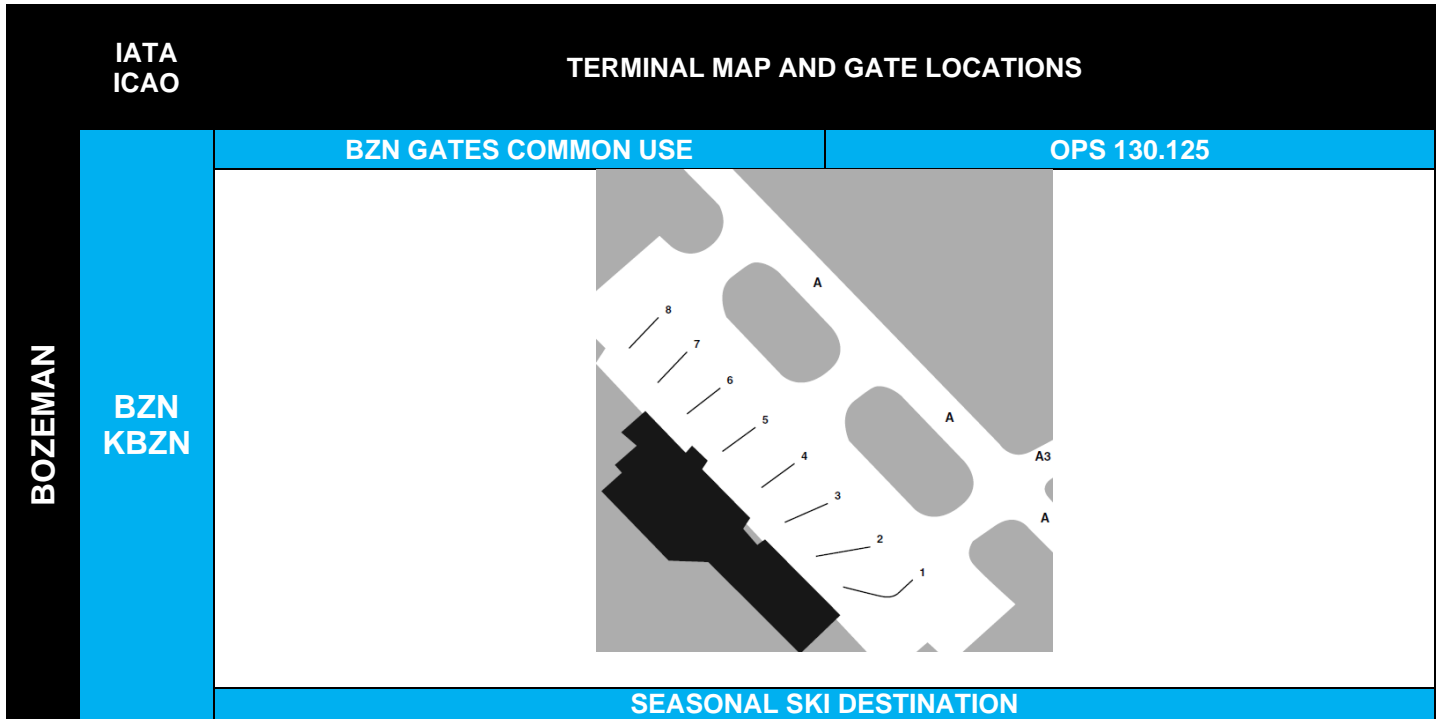
AIRPORT ADVISORY PAGES



SKI CITY SUPPLEMENT

Gates-At-A-Glance

IDENT	GATES	OPS
BZN	COMMON	130.12
DRO	COMMON	130.17
EGE	5,6,7,8	129.22
JAC	COMMON	129.22
SUN	COMMON	132.45



General

Due to high terrain in the airport area, at least 1 pilot should actively monitor terrain using the EGPWS TERR feature

Arrival/Departure

Circle to land not authorized at night

Runway 12 preferred runway for arrival and departure

Authorized RNAV Approach Procedures

Procedure	737
RNAV RNP Z RWY 12	X
RNAV RNP RWY 30	X

De/Anti-Icing

Call operations with de/anti-icing requests

KBZN / BZN
YELLOWSTONE INTL

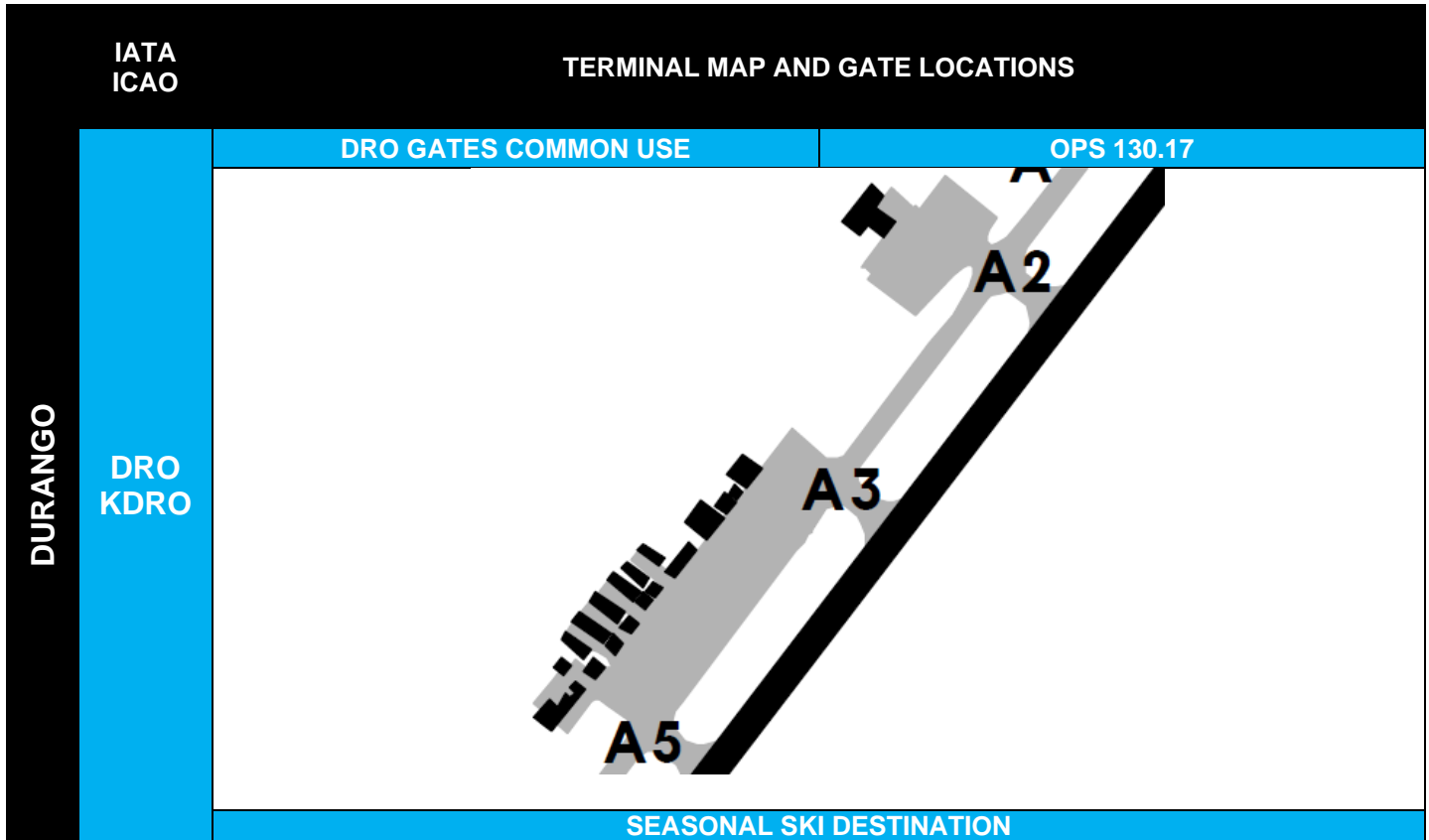
BOZEMAN, MONT

**ENGINE FAILURE PROCEDURES
TAKEOFF AND MISSED APPROACH**

737

RWY	VIA	HOLD
12	EO12	FALIA
30	EO30	THESE





General

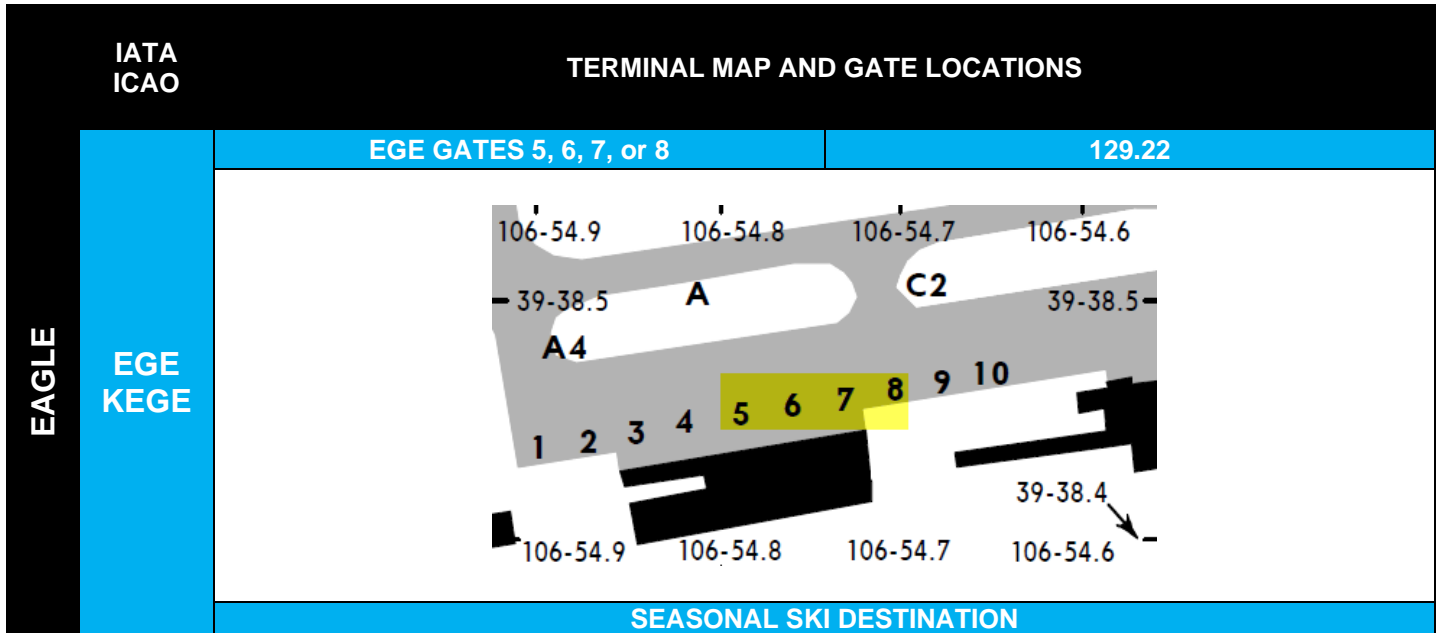
Due to high terrain in the airport area, at least 1 pilot should actively monitor terrain using the EGPWS TERR feature

Arrival/Departure

Caution: High terrain all quadrants. Windshear and moderate to severe turbulence with strong westerly winds.

De/Anti-icing

Call operations with de/anti-icing requests



General

Special Airport

This airport is designated as special (14 CFR 121.445) due to mountainous terrain and complex procedures.

Due to high terrain in the airport area, at least 1 pilot should actively monitor terrain using the EGPWS TERR feature

Takeoff Runway 07

- Night takeoff prohibited
- **Takeoff tailwind prohibited**
- Fly KREMM departure
- Monitor raw data
- Takeoff weather minimums 800-2

Takeoff Runway 25

- Takeoff tailwind permitted (max 5 knots) only if braking action reported GOOD or better
- APRES RNAV departure
 - Verify/Enter 0.3 RNP
 - Maintain best lift over drag until assumed to cross APRES at or above 13,100 feet

Landing/Missed Approach

Max tailwind is 10 knots

If a go-around is executed from below the MDA/DA, terrain clearance is not guaranteed when flying the published missed approach.

De/Anti-Icing

Call operations with de/anti-icing requests

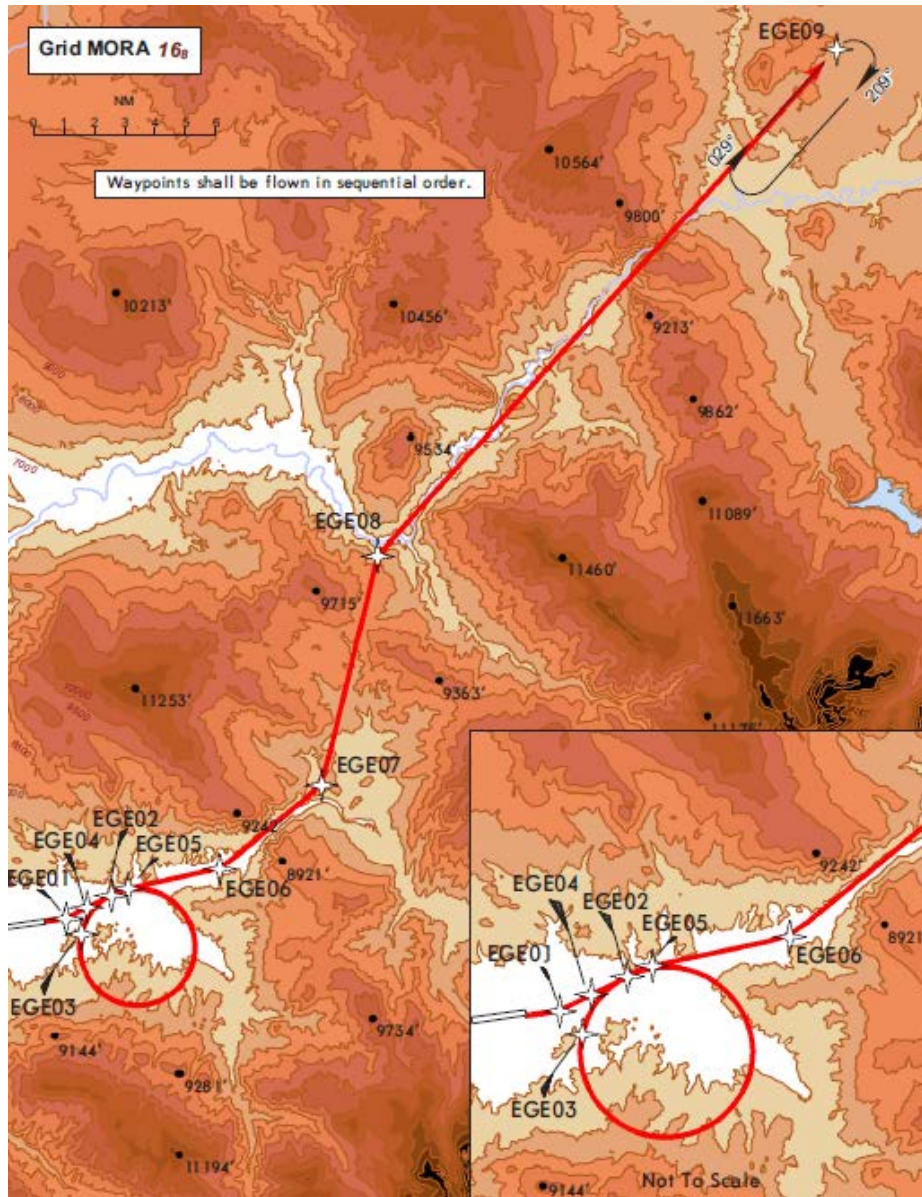
Flight Operations Alert 18-01

Ensure familiarity with A-RNP departure procedures (APRES2) prior to departing KEGE

**ENGINE FAILURE PROCEDURES
TAKEOFF AND MISSED APPROACH**

737

RWY	VIA	HOLD
07	EO07	EO09



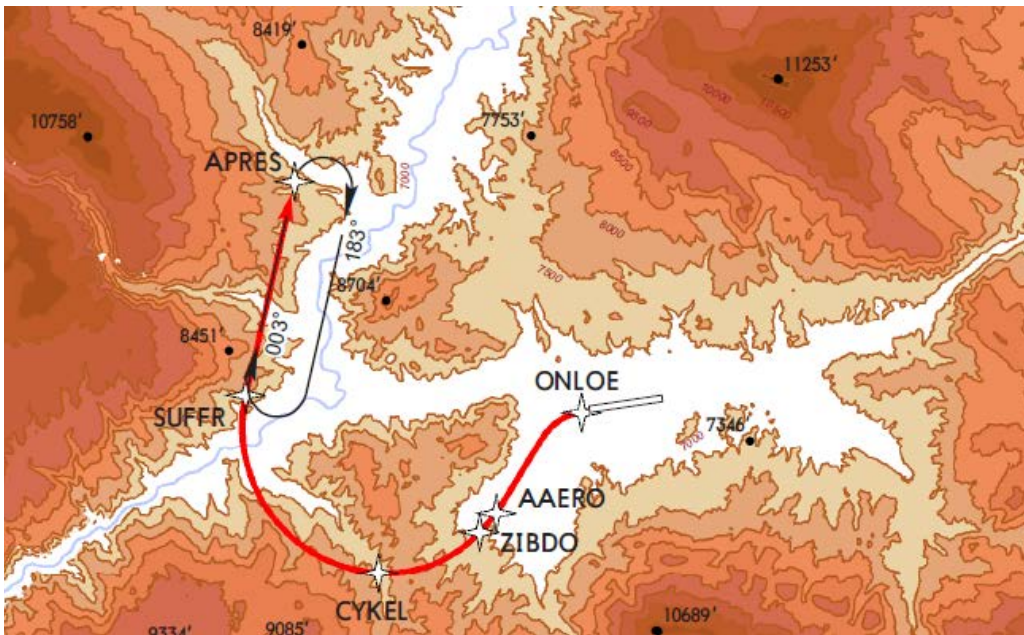
**ENGINE FAILURE PROCEDURES
TAKEOFF AND MISSED APPROACH**

737

RWY	ROUTE	HOLD
25	FLY THE APRES RNAV DEPARTURE PROCEDURE	APRES

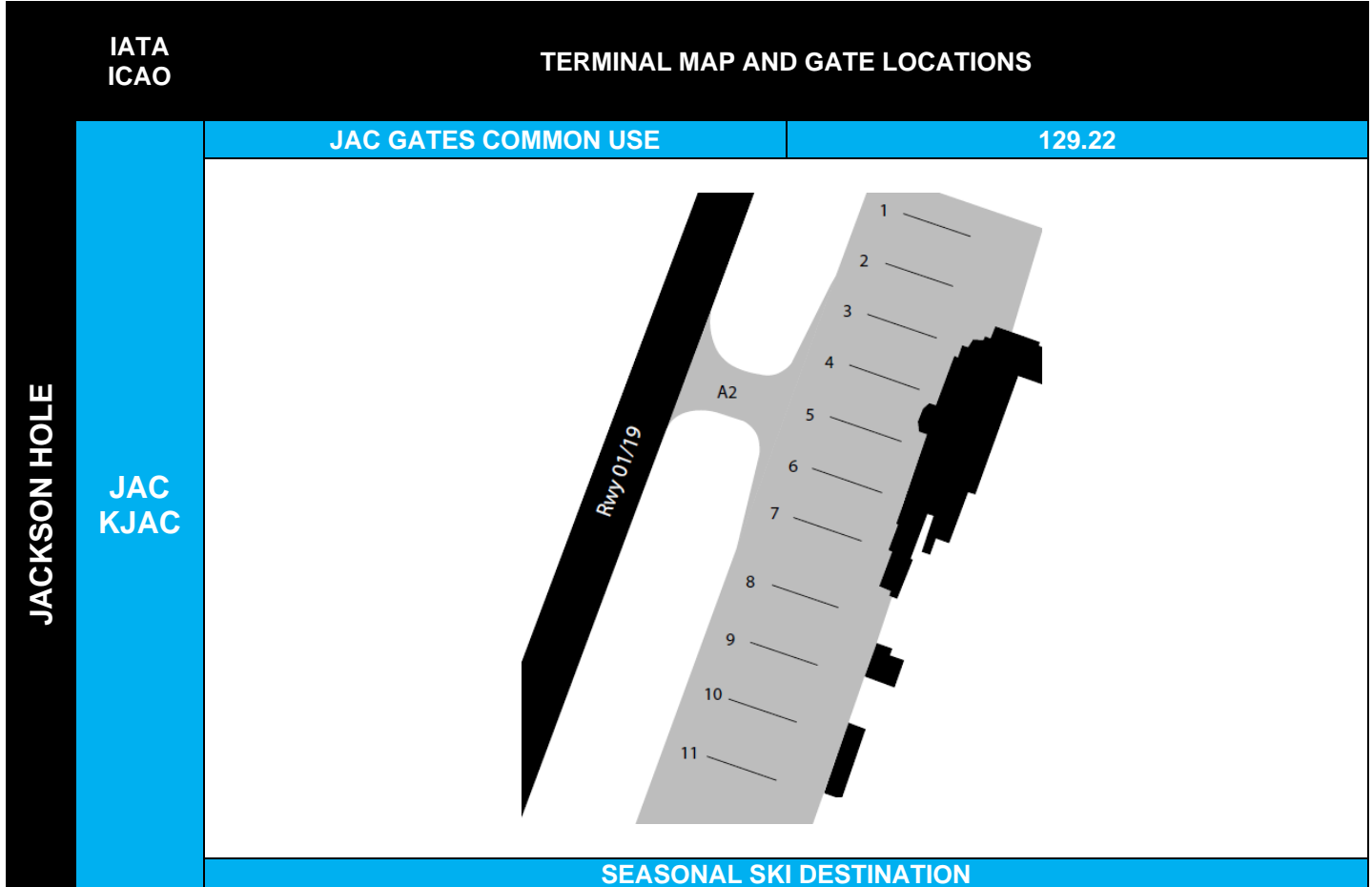
NOTES

1. The holding pattern is not part of the APRES departure procedure. Manually insert the holding pattern at APRES



KJAC / JAC
JACKSON HOLE

JACKSON, WYO



General

Special Airport

This airport is designated as special (14 CFR 121.445) due to mountainous terrain and complex procedures.

Night visual approaches prohibited

When landing on runway 19 plan to turn off no later than taxiway A1. There is an unlighted safety area that will be plowed and broomed in the winter and can make the runway appear deceptively long in daylight.

Arrival

Runway Restrictions

- Maximum tailwind landing limits – 5 knots
- Braking action GOOD or better required for tailwind landings
- Autobrakes
 - GOOD or better – Autobrake 2
 - Less than GOOD – Max Manual
 - Landing not authorized for POOR (RWY CC2 or 1)
- Mandatory touchdown within the first 1,000 feet of runway. Go-around required if unable
- Last 1,500 feet of runway may be slick due to frozen snow melt
- Overweight landing not authorized

Authorized RNAV Approach Procedures

Procedure	737
RNAV RNP Y RWY 01	X
RNAV RNP Z RWY 01	X
RNAV RNP Y RWY 19	X

Departure

Runway Restrictions

- Tailwind takeoff **prohibited**

De/Anti-Icing

De-ice crews will advise the flight crew on the de/anti-icing frequency when they are 5 minutes from completion. The flight crews will then advise ground control of their expected de/anti-icing completion time.

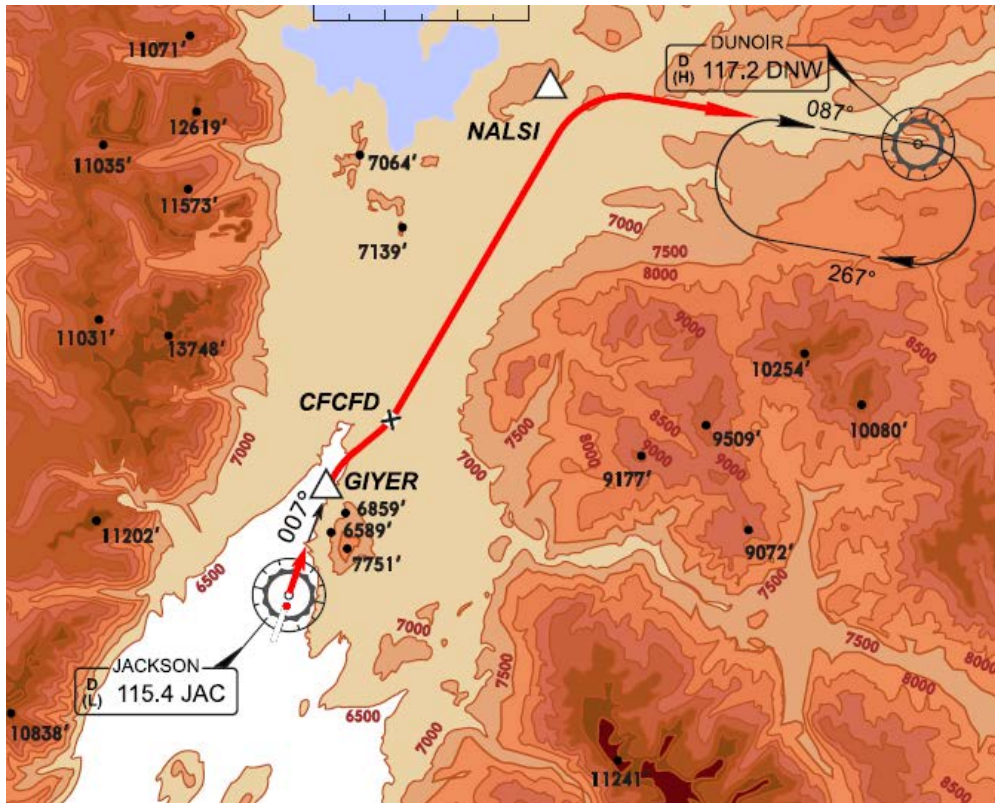
KJAC / JAC
JACKSON HOLE

JACKSON, WYO

**ENGINE FAILURE PROCEDURES
TAKEOFF AND MISSED APPROACH**

737

RWY	VIA	HOLD
01	EO01	DNW

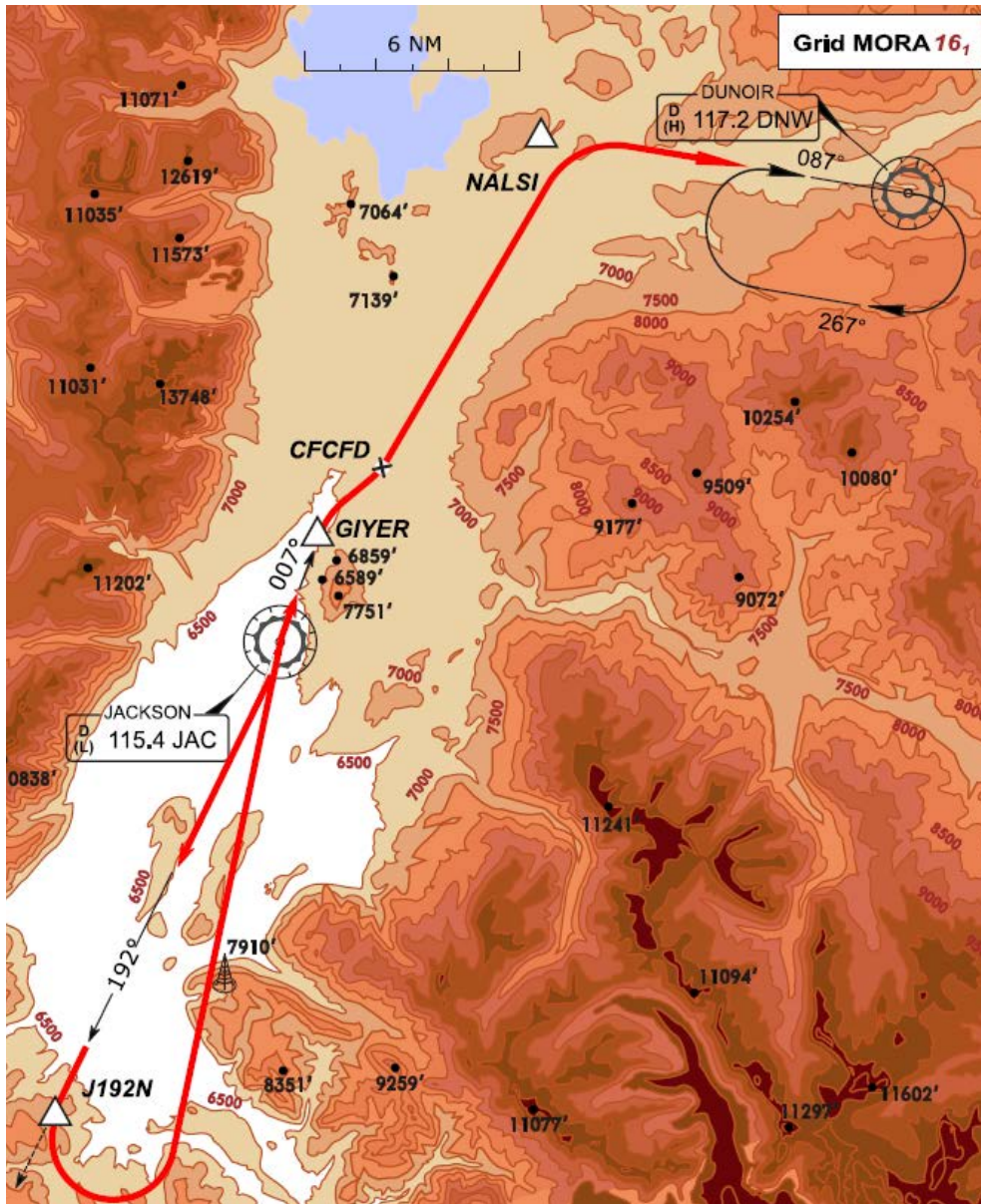


KJAC / JAC
JACKSON HOLE

JACKSON, WYO

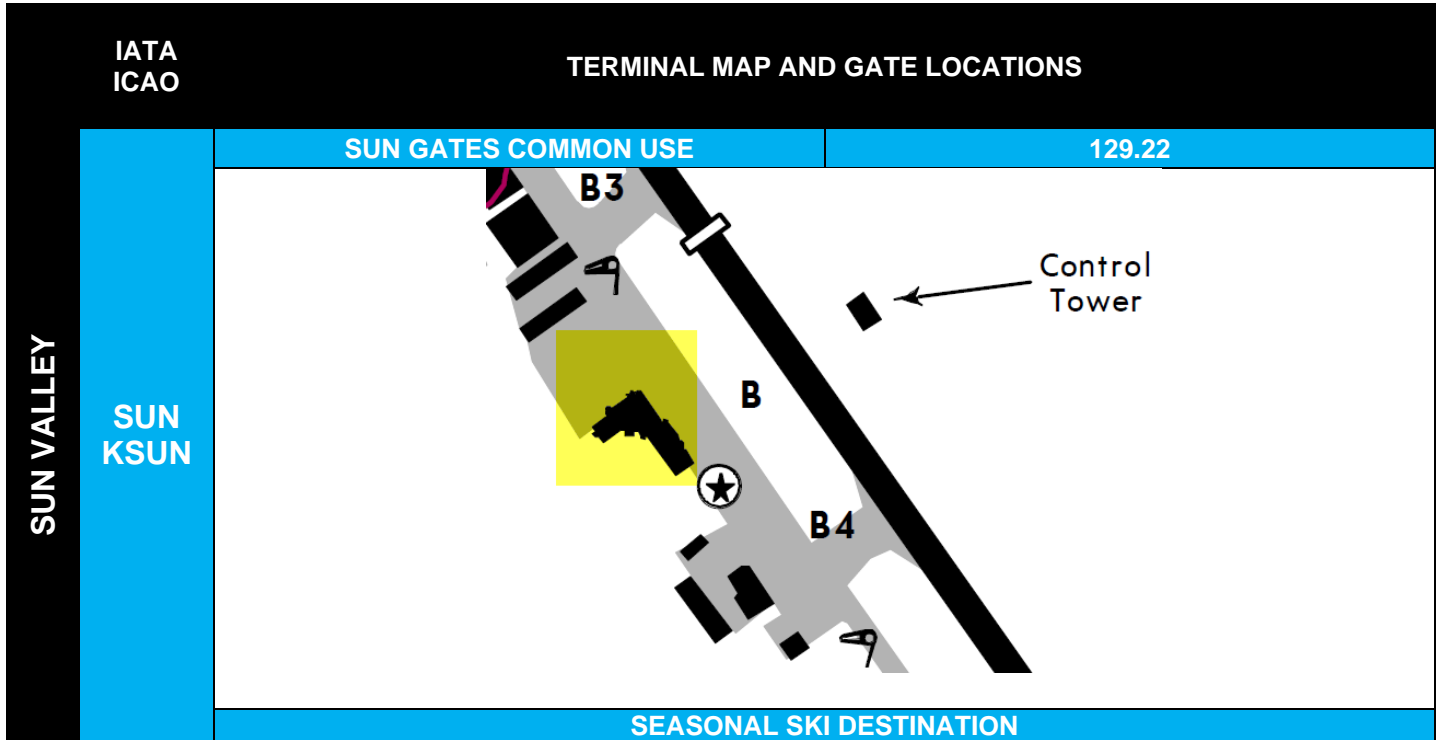
**ENGINE FAILURE PROCEDURES
TAKEOFF AND MISSED APPROACH**

737		
RWY	VIA	HOLD
19	EO19	DNW



KSUN / SUN
FRIEDMAN MEML

HAILEY, IDAHO



General

Due to high terrain in the airport area, at least 1 pilot should actively monitor terrain using the EGPWS TERR feature

Arrival/Departure

Caution: High terrain all quadrants.

Runway 13 threshold is displaced approximately 1,700 feet

De/Anti-icing

Call operations with de/anti-icing requests