

# Great Falls International

IATA/ICAO CODE: GTF/KGTF  
 CITY: Great Falls  
 STATE: MT  
 COUNTRY: USA

## AIRPORT CONTACT

No changes reported by the airport in 2011  
 Verify information below with the airport

Name: Cynthia Schultz, PE, AAE Rod Hall  
 Title: Airport Director Superintendent of Maintenance and Operations  
 Airport: Great Falls International Airport Great Falls International Airport  
 Address: Great Falls International Airport  
 2800 Terminal Drive  
 Great Falls, MT 59404-5599  
 Phone: +1 406 727 3404 +1 406 727 3404  
 Fax: +1 406 727 6929 +1 406 727 6929  
 Email: gtfintairport@gtfairport.com rhall@gtfairport.com  
 Airport Web Site: [www.gtfairport.com/home\\_page.html](http://www.gtfairport.com/home_page.html)

ELEVATION: 3674 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03/21	10502	-	-	150
16/34	5722	652	-	150
07/25	4294	-	-	75
Runway	Approach		Landing Weights	
03-21	ILS,VOR		Unrestricted	
16-34	NDB		120,000* 190,000**	
07-25	Visual		25,000	
* Single Wheel Landing Weight				
** Tandem Wheel Landing Weight				
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

Great Falls International Airport does not have a "written" noise abatement plan, but it does have some informal noise abatement procedures that are directed by the FAA air traffic control tower. In particular, the tower directs all jet aircraft departing on runway 21 to fly to the VOR south of town, then turn on course. This prevents aircraft from starting their turns too soon and flying over the city. Since the city lies directly north of the airport, those aircraft departing on runway 03 have no choice but to fly over the city. There are also no

operating restrictions in place and all runways are paved and runway 3-21 is designed to accommodate any aircraft in the world. Runways 03 and 34 also have 1000' overruns at the end of each runway.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS**

Runway 21 is used the majority of the time, but this changes obviously with current wind conditions and is coordinated by the Tower.

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS - [NONE](#)**

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	5/2009	Part 150 Complete. Awaiting Funding
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	5/2009	Part 150 Complete. N/A
Avigation Easements	-	yes
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	Work in progress with city/county
Acquire Land for Noise Compatibility to date	-	yes
Population within each noise contour level relative to aircraft operations	5/2009	Part 150 Complete
Airport Noise Contour Overlay Maps	5/2009	Part 150 Complete
Total Cost of Noise Mitigation Programs to Date	5/2009	0
Source of Noise Mitigation Program Funding for Aircraft Noise	5/2009	In final stages of Part 150 ISO - AIP funding

**NOISE MONITORING SYSTEM - [NONE](#)**

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

#### STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

#### STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)