

RAVALLI COUNTY AIRPORT

HRF

Elevation 3635'

Hamilton, MT

[Airport Website](#)

Airport Overview

Ravalli County Airport (KHRF) is located in Hamilton, Montana. The airport was built in 1934 the field was constructed in a "T" shape, with a north-south runway a quarter mile long and 400 feet wide and an east-west runway a quarter mile long and 400 feet wide, running along what was called "the airport road" (now called Tammany Lane). Ravalli County Airport is one of the busiest GA airports in the state this is because it lies in the middle of some of the greatest recreation areas of Western Montana and Idaho. Ravalli County Airport is the gateway to the back country.

Ravalli County Airport covers an area of 439 acres (178 ha) at an elevation of 3,636 feet (1,108 m) above mean sea level. It has one asphalt runway designated 17/35, measuring 5,200 by 75 feet (1,585 x 23 m). For the 12-month period ending June 26, 2019, the airport had 23,600 aircraft operations, an average of approximately 64 per day: 92% general aviation and 8% air taxi. At that time there were 98 aircraft based at this airport: 80% single-engine, 9.2% multi-engine, 2% glider, 7% helicopter, and 2% jet.



Longest Runway	Lowest Published Approach Minimums
RWY 17-35: 5,200 x 75'	RNAV (GPS) RWY 17: *Cat A and B Only LPV DA: 3886 (300) - 1 Circling: 4240 (700) - 1

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Elevation 3,635'

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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
17	ASPH	5200	75	N/A	3.0°/35'
35	ASPH	5200	75	N/A	3.0°/35'

NOTE: Ultralight activity on and invof arpt

ATC

TOWER:

☐ Yes

☒ No

Notes: ARFF Index unpublished

AF/D Notes of Interest

- Unattended
- Ultralight activity on and invof arpt
- Rwy 17–35 is ltd by the arpt opr to acft max gwt tkof 40000 lbs SW and 53000 lbs DW w/o PPR.
- Lndg Fee: Ldg fee for acft ovr 17000 lbs
- AIRPORT MANAGER: 406-375-9149
- WEATHER DATA SOURCES: AWOS–3P 119.825 (406) 375–9149. press *3
- COMMUNICATIONS: CTAF/UNICOM 122.8
- SALT LAKE CENTER APP/DEP CON 132.4
- CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

Terrain/Obstacles

- Rising terrain all quadrants/Trees impacting Rwy 35 departure

Safety Factors

- Mountainous terrain airport
- Circling to Rwy 35 N/A at night
- Rwy 35 helicopter visibility reduction below 1 SM N/A
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C
- Rwy 35, use HAMEY (RNAV) DEPARTURE due to trees
- RWY 17 - VFR Departure - No departure mins due to obstacles

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Approach Review

RWY 17	RWY 35
*Only Cat A & B Approaches RNAV (GPS) RWY 17; Circling	*Only Cat A & B Approaches RNAV (GPS)-A; Circling

Reference Documents (Double-Click on icon to retrieve)

(AFD)	(AD)	RNAV (GPS) RWY 17	RNAV (GPS)-A
			

Accident/incident History

A search of available databases yielded 10 accidents and 0 incident reports from AUG 2009 to JUL 2025. Of the 10 accident reports (1) one was fatal, (1) one was serious; (3) three involved a helicopter, (1) one involved an experimental aircraft, (5) five were piston powered aircraft, and (1) was a powered parachute. A sample report depicted below.

Sample Report: On June 27, 2023, about 0759 local time, a Curtis Wright P-40E, N4420K, privately operated, was substantially damaged due to loss of engine power (partial) in Hamilton, Montana.

Witnesses reported that the airplane departed from runway 35 after a successful runup. During the initial climb, multiple witnesses reported that they heard a loss of engine power and saw the airplane make a left turn before it descended and impacted terrain.

Postaccident examination of the airplane and engine did not reveal any preimpact mechanical anomalies. Flight control continuity was established from the cockpit control to each flight control surface. The crankshaft was manually rotated by the reduction gear and mechanical continuity of the engine was established throughout the rotating group, valvetrain, and accessory section. Though mechanical continuity was established, the engine could not be placed on the test stand due to impact and thermal damage. Damage to the propeller blades indicated they were under low to no power at impact.

The pilot's postmortem toxicological testing detected Citalopram, a prescription medication commonly used to treat depression and anxiety. However, according to a Federal Aviation Administration medical review, the pilot received multiple renewal letters, medication follow-up checklists, and reports of formal evaluations of his medical conditions within the pilot's medical certification file, indicative of successful management of his condition from 2014 to 2023. Based on the pilot's medical history, he was likely not impaired by his condition; witnesses reported that the pilot was in a good mood during the preflight.

The pilot was likely attempting to make a forced landing to a field about 1/2 mile from the departure airport. The airplane appeared to hit hard on the nose/engine in a nearly wings-level attitude and skidded about 216 ft. Based on the available information, the reason for an engine loss of power could not be determined.

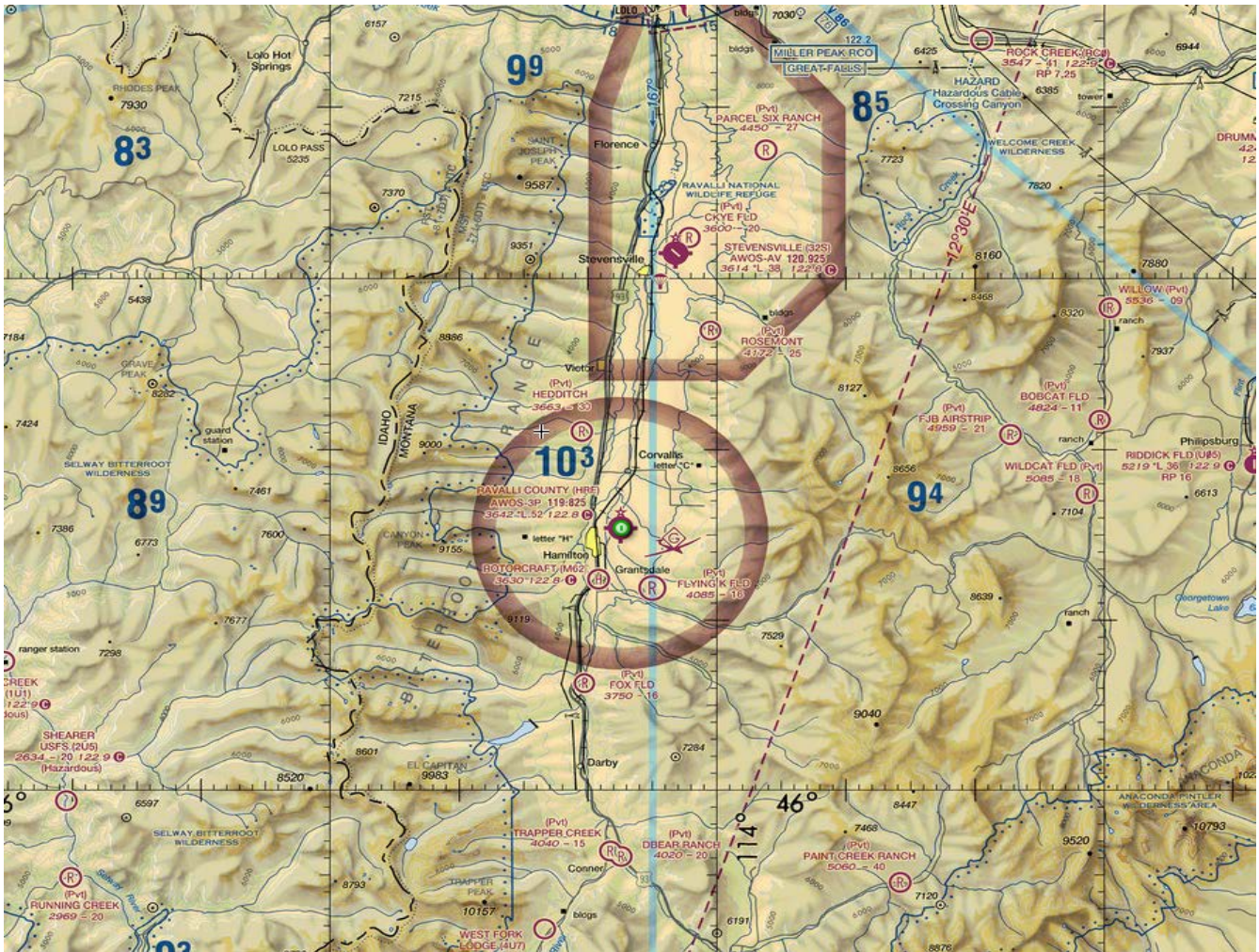
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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Mountainous Airport	
Cold Temperature Airport	
Non-Towered Airport	
Rapidly rising terrain all quads	