

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KPIH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21	<u>ORIGINAL/AMENDMENT</u> 27	<u>CITY</u> POCATELLO	<u>STATE</u> ID		
<u>AIRPORT ELEVATION</u> 4452	<u>TDZE</u> 4452	<u>SUPERSEDED</u> ILS OR LOC RWY 21	<u>ORIGINAL/AMENDMENT</u> 26D	<u>DATED</u> 07/25/2013	<u>MAG VAR</u> 14E	<u>EPOCH YEAR</u> 2005
<u>FACILITY</u> I-PIH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PIH VOR/DME		BARSE/I-PIH 16.58 DME					028.75	19.43	8000
IDA VOR/DME	IAF	BARSE/I-PIH 16.58 DME	NOPT				190.22	28.03	7800
BARSE/I-PIH 16.58 DME	IF	CUPTA/I-PIH 11.58 DME					210.98	5.00 (I-PIH)	6400
CUPTA/I-PIH 11.58 DME		HESNO/I-PIH 6.28 DME					210.98	5.30 (I-PIH)	6000

**MISSED APPROACH**

**MAP:**  
ILS: DA  
LOC: I-PIH 1.58 DME

**MISSED APPROACH INSTRUCTIONS:**  
CLIMB TO 7000 DIRECT PIH VOR/DME AND ON PIH R-235 TO COLAY/PIH 15 DME AND HOLD, DO NOT EXCEED 230 KIAS IN HOLDING PATTERN.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. HOLD NE BARSE, RT, 210.98 INBOUND, 7800 FT. IN LIEU OF PT (IAF), MAX 8900.
3. FAF: 210.98      FAF: HESNO/I-PIH 6.28 DME      DIST FAF TO MAP:      DIST FAF TO THLD: 4.70
4. MIN ALT: BARSE/I-PIH 16.58 DME 7800, CUPTA/I-PIH 11.58 DME 6400, HESNO/I-PIH 6.28 DME 6000, BEAKS/I-PIH 3.33 DME 5060
5. DIST TO THLD FROM FAF: 4.70      MM:      IM:      150 HAT:      GS ANT: 989
6. MIN GS INCPT: 6000      GS ALT AT PFAF: HESNO/I-PIH 6.28 DME 6000      OM:      MM:      IM:
7. GP ANGLE: 3.00      34:1:      20:1:      TCH: 56.0
8. MSA FROM: PIH VOR/DME 040-220 10700, 220-310 7000, 310-040 7600

QUALITY  
31  
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: \* RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PROFILE NOTE: USE I-PIH DME WHEN ON THE LOCALIZER COURSE.  
CHART NOTE: CIRCLING NA SE OF RWY 3-21.  
CHART SPEED ICON IN PLANVIEW AT BARSE: MAX HOLDING 230 KIAS.  
CHART SPEED ICON IN PLANVIEW AT COLAY: MAX HOLDING 230 KIAS.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 21 CAT E VISIBILITY TO RVR 4000, S-LOC 21 CAT C/D/E TO RVR 4500.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIH VOR/DME ON V257 SOUTHBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT IDA VOR/DME ON V365 NORTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART PIH 19.43 DME AND IDA 28.03 DME AT BARSE.  
CHART SALT LAKE CITY CENTER FREQUENCY  
CHART: OM IN HALF TONE.  
CHART CIRCLING ICON.  
HOLD SW, RT, 055.45 INBOUND.  
CHART FAS OBST: 4494 TRANSMISSION\_LINE (16-052603) 425614N/1123318W.  
CHART 4726 TOWER 425745N/1122951W.  
CHART VDP AT 2.40 DME  
DISTANCE VDP TO THLD 0.82 NM.

MINIMUMS:  
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 21*	4652	2400	200	4652	2400	200	4652	2400	200	4652	2400	200	4652	2400	200
S-LOC 21	4760	2400	308	4760	2400	308	4760	2400	308	4760	2400	308	4760	2400	308
CIRCLING	4860	1	408	4920	1	468	4920	1 1/2	468	5020	2	568	5060	2 1/4	608



## CHANGES - REASONS

1. CHANGES FROM P-NOTAMS FOR AMDT 27C & AMDT 27D INCORPORATED INTO FORM - REQUIRED IAW 8260.19I PARA 8-3-4C(3)
2. REMOVED FEEDER ROUTES FALLO TO TYHEE LOM AND PIH TO TYHEE. - THYEE IS REMOVED FROM THE APPROACH AND BEING DECOMMISSIONED.
3. ADDED FEEDER ROUTE PIH TO BARSE. - REPLACE ROUTE FALLO TO THYEE.
4. RAISED ALTITUDE ON IAF IDA TO BARSE FROM 7000 TO 7800. - COMPLY WITH NEW HOLD-IN-LIEU ALTITUDE.
5. LOWERED ALTITUDE FOR TERMINAL ROUTE LEG BARSE TO CUPTA FROM 6500 TO 6400. - NEW EVALUATION.
6. INTERMEDIATE LEG FROM CUPTA TO THYEE LOM REPLACED WITH CUPTA TO HESNO. - THYEE LOM HAS BEEN REMOVED, HESNO IS NEW IAF.
7. LOC MAP CHANGED FROM 3.77 MILES AFTER TYHEE LOM OR AT I-IPH 1.60 DME FIX TO I-PIH 1.58 DME. - DME REQUIRED FOR MISSED APPROACH SO TIME/DISTANCE TABLES NOT REQUIRED.
8. NEW STEP DOWN FIX ADDED AT BEAKS. - REVISED CRITERIA REQUIRING MDA INCREASE..
9. MISSED APPROACH CHANGED FROM CLIMB TO 7400 DIRECT PIH VORTAC CONTINUE CLIMB VIA PIH VORTAC R-269 THEN RIGHT TURN DIRECT PIH VORTAC AND HOLD TO CLIMB TO 7000 DIRECT PIH VOR/DME AND ON PIH R-235 TO COLAY/PIH 15 DME AND HOLD, DO NOT EXCEED 230 KIAS IN HOLDING. - ATC REQUEST AND 230 KIAS ADDED SO AIRCRAFT REMAINS WITHIN CONTROLLED AIRSPACE.
10. PROFILE LINE 1 REMOVED. - HOLD-IN-LIEU ADDED.
11. PROFILE LINE 2 ADDED. - PROFILE LINE 1 REMOVED.
12. PROFILE LINE 3 CHANGED FAF: TYHEE LOM/I-PIH 5.35 DME, DIST FAF TO MAP: 3.77, THLD: 3.77 TO FAF HESNO/I-PIH 6.28 DME, REMOVED DIST PFAF TO MAP, DIST FAF TO THLD: 4.70. - NEW PFAF AND FAF TO MAP DIST NOT REQUIRED WITH EQUIPMENT REQUIREMENTS NOTE DME REQUIRED.
13. PROFILE LINE 4 CHANGED FROM MIN ALT: TYHEE LOM 6000 TO BARSE I-PIH 16.58 DME 7800, CUPTA/I-PIH 11.58 DME 6400, HESNO/I-PIH 6.28 DME 6000, BEAKS/I-PIH 3.33 DME 5060. - NEW HOLD-IN-LIEU AND FAF.
14. PROFILE LINE 5 DIST TO THLD FROM OM 3.77 TO FAF 4.70 MM REMOVED. GS ANT CHANGED FROM 988 TO 989. - REVISED AIRNAV DATA AND MM REMOVED.
15. PROFILE LINE 6 CHANGED GS ALT AT: GS INTCP TO HESNO/I-PIH 6.28 DME 6000, REMOVED FROM OM 5715 TO, MM 4674 REMOVED. - FAF CHANGED FROM LOM TO NAMED FIX.
16. UPDATED NOTE FROM \*\*RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA TO \*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. - THE SECOND \* NO LONGER NEEDED.
17. MSA CHANGED FROM PI LOM 040-220 10700, 220-310 6800, 310-040 7900 TO PIH VOR/DME 040-220 10700, 220-310 7000, 310-040 7600. - NEW MSA NAVID.
18. REMOVED ADF OR DME REQUIRED. - 8260.19I COMPLIANCE
19. ADDED DME REQUIRED TO EQUIPMENT REQUIREMENT NOTES. - 8260.19I COMPLIANCE.
20. REMOVED CHART PROFILE NOTE: \*PROCEDURE TURN NA FOR CATEGORY E AIRCRAFT. - PROCEDURE WAS REMOVED.
21. REMOVED CHART PLANVIEW NOTE: DME REQUIRED FOR IDA VOR/DME TRANSITION. - DME REQUIRED FOR APPROACH.
22. UPDATED CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS-21 CAT E VISIBILITY TO RVR 4000, AND S-LOC-21 CATE E VISIBILITY TO RVR 5000 TO CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 21 CAT E VISIBILITY TO RVR 4000, S-LOC 21 CAT C/D/E TO RVR 4500. - NEW VISIBILITY CHECK.
23. CHANGED HOLD W, LT, 088.97 INBOUND TO HOLD SW, RT, 055.45 INBOUND IN ADDITIONAL FLIGHT DATA. - NEW HOLDING.
24. CHANGED FAS OBST 4486 ROD (KPIH0032) 425511N/1123420W TO 4494 TRANSMISSION\_LINE (16-052603) 425614N/1123318W. - NEW EVALUATION.
25. ADDED 7:1 OBSTACLE CHART 4726 TOWER 425745N/1122951W. - TOWER ON FINAL.
26. ADDED CHART VDP AT 2.40 DME. - 8260.19I COMPLIANCE.
27. ADDED DISTANCE VDP TO THLD 0.82 NM. - 8269.19I COMPLIANCE.
28. S-LOC 21 HAT/MDA, VISIBILITY CHANGED FROM 288/4740 ALL CATS, RVR CAT D/E 4000 TO 308/4760 ALL CATS, CAT D/E 2400. - NEW OBSTACLE AND VISIBILITY CHECK.
29. CIRCLING HAA/MDA, CHANGED FROM CAT A, 368/4820, CAT E 568/5020, VISIBILITY 2 SM TO CAT A 408/4860, CAT E 608/5060, VISIBILITY 2 1/4 SM.- NEW CIRCLING CRITERIA APPLIED.
30. "CHART SALT LAKE CITY CENTER FREQUENCY" ADDED TO ADDITIONAL FLIGHT DATA. - 8260.19I REQUIREMENT.
31. "CHART OM IN HALF-TONE" ADDED TO ADDITIONAL FLIGHT DATE. - 8260.19I REQUIREMENT.
32. ALTERNATE MINIMUMS CHANGED FROM ILS/LOC STANDARD, NA WHEN LOCAL WEATHER NOT AVAILABLE TO ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.. - NEW EVALUATION.
33. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT IDA VOR/DME ON V365 NORTHEAST BOUND. - 8260.19I COMPLIANCE.
34. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIH VOR/DME ON V257 SOUTHBOUND. - 8260.19I COMPLIANCE.
35. CHART SPEED ICON IN PLANVIEW AT BARSE: 230 KIAS MAX HOLDING. - 8260.19I COMPLIANCE
36. CHART SPEED ICON IN PLANVIEW AT COLAY: 230 KIAS MAX HOLDING. - 8260.19I COMPLIANCE.
37. UPDATED CIRCLING NOTE FROM CIRCLING NA SE OF RWY 03-21 TO CIRCLING NA SE OF RWY 3-21. - 8260.19I COMPLIANCE.
38. CHANGED CHART I-PIH, AND IDA DME AT BARSE. TO CHART PIH 19.43, AND IDA 28.03 DME AT BARSE. IN ADDITIONAL FLIGHT DATA. - 8260.19I COMPLIANCE.
39. REMOVED NO PT FROM LEG BARSE TO CUPTA. - PROCEDURE TURN REMOVED.
40. CHANGE PROFILE NOTE FROM VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT(VGSI ANGLE {ANGLE}/TCH {FEET}) - . 19I COMPLIANCE.
41. THIS AMENDMENT CANCELS T-NOTAM 0/7077.

03/01/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/30/21.  
ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: APT MGR, PIH ATCT, ZLC

FLIGHT CHECKED BY  
BRYAN SCOTT VEIT

*Digitally signed by*  
**CASIMIR L TABAKA**  
Mar 02, 2022

OFFICE  
FIOG

DATE  
02/25/2022

DEVELOPED BY  
JOHN KEEFER

*Digitally signed by*  
**CASIMIR L TABAKA**  
Mar 02, 2022

OFFICE  
AJV-A432

DATE  
09/30/2021

APPROVED BY  
LONNIE EVERHART

*Digitally signed by*  
**CASIMIR L TABAKA**  
Mar 02, 2022

OFFICE  
AJV-A430

DATE

TITLE  
MANAGER

QUALITY  
31  
CHECKED

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KPIH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21	<u>AMDT NO.</u> 27	<u>CITY</u> POCATELLO	<u>STATE</u> ID	<u>AIRPORT ELEVATION</u> 4452	<u>FACILITY</u> I-PIH
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
PIH VOR/DME

TO  
BARSE/I-PIH 16.58 DME

<u>RNP</u>	<u>DISTANCE</u> 19.43	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	425231.41N/1123055.22W		5930	50	20	2C	2000					8000
TERRAIN	425227.00N/1123103.00W		5803 (5800)								AS1500	7300

COMPUTATIONS

	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

FROM  
IDA VOR/DME

TO  
BARSE/I-PIH 16.58 DME

<u>RNP</u>	<u>DISTANCE</u> 28.03	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	430657.00N/1121509.00W		5830	164	98	4E	1000				AT970	7800
TERRAIN	430657.00N/1121509.00W		5629 (5600)								AS1500	7100

COMPUTATIONS

	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



INTERMEDIATE

FROM  
BARSE/I-PIH 16.58 DME

TO  
CUPTA/I-PIH 11.58 DME

RNP	DISTANCE 5.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	430613.61N/1121959.55W		5400	50	20	2C	500				AT500	6400
TERRAIN	430603.00N/1122048.00W		5150 (5200)								AS1000	6200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
SEGMENT LENGTH 10.30 NM LONG PER FPT/ATC.  
INTERMEDIATE: STEPDOWN

FROM  
CUPTA/I-PIH 11.58 DME

TO  
HESNO/I-PIH 6.28 DME

<u>RNP</u>	<u>DISTANCE</u> 5.30	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	425957.36N/1122241.65W		5560	50	20	2C	500				SA-178	5900
TERRAIN	430027.00N/1122239.00W		5019 (5000)								AS1000	6000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: ILS

FROM  
HESNO/I-PIH 6.28 DME

TO  
RW21

<u>RNP</u>	<u>DISTANCE</u> 4.70	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				4652

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM  
HESNO/I-PIH 6.28 DME

TO  
BEAKS/I-PIH 3.33 DME

<u>RNP</u>	<u>DISTANCE</u> 2.95	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	425731.76N/1123119.25W		4670	50	20	2C	250				RA140	5060

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

BEAKS/I-PIH 3.33 DME

TO

I-PIH 1.58 DME

<u>RNP</u>	<u>DISTANCE</u> 1.75	<u>PAT</u>	<u>MAP</u> I-PIH 1.58 DME	<u>HAT</u> 308			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TRANSMISSION_LINE (16-052603)	425613.51N/1123318.27W		4494	20	3	1A	250					4760

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

BARSE

TO

P-9

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-9	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	431000.00N/1120603.00W		6519	164	98	4E	1000				PR80	7600
TERRAIN	431000.00N/1120603.00W		6318 (6300)								AS1500	7800

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

H-I-L SPEED RESTRICTION 230 KIAS BASED LIMITING THE SIZE OF THE H-I-L AREA. AT 265 KIAS (CAT E) THE CONTROLLING OBSTRUCTION WOULD BE A 6840 AAO AT 430828.45N/1120501.32W. 6840 (AAO) + 1000 (ROC) = 7940 ROUNDED TO 8000. AT 8000 THE DG WOULD BE 320 FPNM. THIS IS ABOVE THE MAX DG OF 318 FPNM PER .3E PARA 2-5-3.D.





MISSED APPROACH : ILS

FROM  
DA

TO  
COLAY/PIH 15.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 4482					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				7000
AAO	424824.22N/1125846.01W		4870	50	20	2C	1000					5900
TERRAIN	424824.22N/1125846.01W		4670 (4700)								AS1500	6200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM  
I-PIH 1.58 DME

TO  
COLAY/PIH 15.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 4510					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				7000
AAO	424824.22N/1125846.01W		4870	50	20	2C	1000					5900
TERRAIN	424824.22N/1125846.01W		4670 (4700)								AS1500	6200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



AIRPORT ID

KPIH

PROCEDURE NAME

ILS OR LOC RWY 21

AMDT NO.

27

CITY

POCATELLO

STATE

ID

AIRPORT ELEVATION

4452

FACILITY

I-PIH

CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
ELEVATOR (16-000295)	425326.00N/1123656.00W	1.38	408	4550	20	3	1A	300			4860
CATEGORY B											
ELEVATOR (16-000295)	425326.00N/1123656.00W	1.97	468	4550	20	3	1A	300		HAA	4920
CATEGORY C											
TREE (16-052453)	425724.83N/1123208.86W	3.12	468	4562	20	3	1A	300		HAA	4920
CATEGORY D											
AAO	425437.00N/1123929.43W	4.09	568	4690	50	20	2C	300		HAA	5020
CATEGORY E											
AAO	424950.14N/1124026.07W	5.13	608	4760	50	20	2C	300			5060

CIRCLING REMARKS:

MSA

CENTER

PIH VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
040-220	AAO	424554.00N/1120821.00W	088	23.5	9643	164	98	4E	1000			10700
220-310	WINDMILL (16-021450)	424438.07N/1124510.66W	193	08.8	5977	250	50	4D	1000			7000
310-040	AAO	430730.00N/1120548.00W	041	28.8	6546	164	98	4E	1000			7600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

QUALITY  
31  
CHECKED

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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
PIH TOWER, ZLC ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KPIH	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPIH	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KIDA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KIDA	<u>DISTANCE</u> 42.93	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 140

WX REMARKS:  
  
RASS PRESSURE PATTERNS THE SAME  
KPIH 4452, KDIA 4736  
RA = 139.2.

<u>PRIMARY NAVAID</u> I-PIH	<u>MONITOR POINT</u> ATCT	<u>HRS OPERATION</u> SEE AFD FOR HOURS OF OPERATION. SEE AFD FOR HOURS OF OPERATION.	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	BSC-F	
RW35 - MIRL (PCL), PAPI-4L (PCL)	BSC-F	
RW3 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G	
RW21 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 4447.7	<u>TCH</u> 56.0	<u>ELEV GS ANTENNA</u> 4450.1	<u>DISTANCE FROM RWY</u> 989	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 51.5
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES:

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IDAHO FALLS ALTIMETER SETTING: INCREASE S-ILS 21 DA TO 4792 FEET AND VISIBILITY TO RVR 2600; INCREASE ALL MDAS 140 FEET AND VISIBILITY S-LOC 21 CATS C/D/E TO RVR 4500, AND CIRCLING CAT C/D 1/4 SM, CAT E 1/2 SM.

VDP NA WHEN USING IDAHO FALLS ALTIMETER SETTING.

FOR INOPERATIVE ALS WHILE USING IDAHO FALLS ALTIMETER SETTING, INCREASE S-ILS 21 VISIBILITY TO RVR 5000, S-LOC 21 CAT E TO 1 3/8 SM.

\* RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA (NA WHEN USING IDAHO FALLS ALTIMETER SETTING).

81 FOOT VEGETATION USED PER FPT.

HOLDING AT COLAY WAS LIMITED TO 230 KIAS MAX IN ORDER TO KEEP CAT E AIRCRAFT IN CONTROLLED AIRSPACE.

ORDER 8260.3 CHAPTER 2 APPLIED TO 4726 TOWER (16-000019) 425744.72N/1122951.15W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KPIH</div>	<div>PROCEDURE NAME</div> <div>ILS OR LOC RWY 21</div>	<div>AMDT NO.</div> <div>27</div>	<div>CITY</div> <div>POCATELLO</div>	<div>STATE</div> <div>ID</div>	<div>AIRPORT ELEVATION</div> <div>4452</div>	<div>FACILITY</div> <div>I-PIH</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	MAP	TO 1000FT POINT	3.13
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	224.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4500
DISTANCE FROM	MAP	TO 1500FT POINT	12.80
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.54
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	224.98
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	5200

THRESHOLD COORDINATES (IF STR-IN)

425509.44N/1123436.78W

ARP COORDINATES

425435.25N/1123545.31W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 21 DISTANCE 1.01 NM

FAF COORDINATES

425828.78N/1123005.38W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY

31

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PART E: PREPARED BY

<u>NAME</u> JOHN KEEFER	<u>OFFICE</u> AJV-A432	<u>DATE</u> 09/30/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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