

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.33

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> KBOI	<u>PROCEDURE NAME</u> RNAV (RNP) X RWY 28L	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> BOISE	<u>STATE</u> ID		
<u>AIRPORT ELEVATION</u> 2872	<u>TDZE</u> 2858	<u>SUPERSEDED</u> RNAV (RNP) X RWY 28L	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 12/07/2017	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 07/14/2022	<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>
CAMML	IAF	SMYRF		TF	FB	1.00	102.47	4.84	6800
SMYRF	IF	ODRUE		TF	FB	0.30	102.41	5.09	5500
ODRUE		KKENT		RF	FB	0.15	(2.46 NM RADIUS CW (CFCBM))	1.87	4900
KKENT		NUCIC		RF	FB	0.15	(2.46 NM RADIUS CW (CFCBM))	0.65	4800
NUCIC		* GEYEV	PFAF	RF	FB	0.15	(2.15 NM RADIUS CW (CFCBL))	0.96	4500
GEYEV	PFAF	* WEDEK		RF	FB	0.15	(1.80 NM RADIUS CW (CFFMG))	2.99	
WEDEK		RW28L	MAP	TF	FO	0.15	282.18	2.00	
RW28L	MAP	JIMMI		TF	FO	1.00	282.15	12.60	6000

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6000 ON TRACK 282.15 TO JIMMI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
18
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT SMYRF

3. FAC: *

PFAF: GEYEE

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: SMYRF 6800, ODRUE 5500, KKENT 4900, NUCIC 4800, GEYEE 4500

5. DIST TO THLD FROM PFAF: 4.99

MM:

IM:

150 HAT:

371 HAT: 1.01

GS ANT:

6. MIN GP INCPT: 4500

GP ALT AT PFAF :

GEYEE 4500, WEDEK 3545

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 50.0

8. MSA FROM: RW28L 9400

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -14°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE AT CAMML: (RNP 0.15).
CHART SPEED ICON IN PLANVIEW AT CAMML: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT SMYRF: MAX 180 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 8000 AT CAMML.
HOLD W, RT, 101.97 INBOUND.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.15 DA	3229	3500	371	3229	3500	371	3229	3500	371	3229	3500	371			



CHANGES - REASONS

1. LOWERED RNP 0.15 VISIBILITY FROM 4700 TO 3500 RVR - LOWERED DA/HAT PER FPT/ATC REQUEST AND 8260.3 TABLE 3-3-1 APPLIED.
2. UPDATED BARO-VNAV NOTE FROM "PROCEDURE NA BELOW -14C (7F) OR ABOVE 53C (128F)" TO "PROCEDURE NA BELOW -14C OR ABOVE 54C" - 2016 - 2020 AVG COLD TEMPS USED; FARENHEIT NO LONGER CHARTED PER 8260.19I, 8-6-9.R.
3. ADDED 20:1 IS CLEAR TO PROFILE LINE 7 - CONFIRMED CLEAR BY TARGETS EVALUATION; UPDATED IAW 8260.19I, 8-6-7.G(3)
4. PROFILE LINE 5: CHANGED "DIST TO THLD FROM OM: 5.00" TO "DIST TO THLD FROM PFAF: 4.99" - IAW 8260.19I, 8-6-7.E.
5. UPDATED AIRPORT ELEVATION FROM 2871 TO 2872 - NEW AIRNAV DATA
6. UPDATED TERMINAL ROUTES, ADDED INTERMEDIATE STEPDOWN FIX KKENT BETWEEN ORDUE AND NUCIC, CHANGED RADIUS FROM CFCBM FROM 2.27 TO 2.46NM - FPT REQUEST TO MAINTAIN TRACK AND STEP OVER HIGH TERRAIN.
7. CHANGED SMYRF TO ODRUE COURSE/DISTANCE FROM 103.27/5.28 TO 102.41/5.09 TO - ODRUE MOVED 1228.96 FEET NORTHWEST PER FPT AND ATC REQUEST.
8. DELETED NOTES "RF REQUIRED" AND "GPS REQUIRED" -PER 8260.19I PARA 8-6-8B(1).
9. ADDITIONAL FLIGHT DATA: DELETED NOTE "DISTANCE TO THLD FROM 418 HAT: 1.16 NM" - REPLACED WITH DISTANCE TO THLD FROM 371 HAT: 1.01 NM" ON PROFILE LINE 5 8260.19I, 8-6-7.E(3).
10. ADDITIONAL FLIGHT DATA: DELETED NOTE #TCH 2908.1 MSL (DO NOT CHART) - NO LONGER REQUIRED PER 8260.19I.
11. CHANGED MISSED APPROACH FROM "ON TRACK 282.13 TO JIMMI AND HOLD" TO "ON TRACK 282.15 AND HOLD" - JIMMI FIX MOVED 1.45 MILES WEST PER FPT AND ATC REQUEST.
12. LOWERED DA/HAT FROM 3276/418 TO 3229/371 - NEW OBSTACLE DATA AND PER FPT/ATC REQUEST.
13. TERMINAL ROUTE NUCIC TO GEYEVY ADDED * NEXT TO GEYEVY - IAW 8260.19I PARA 8-6-7.C.(1)(B).
14. TERMINAL ROUTE GEYEVY TO *WEDEK COURSE NM RADIUS CHANGED FROM 1.79 TO 1.80 - NEW EVALUATION
15. TERMINAL ROUTE WEDEK TO *RW28L DELETED THE * NEXT TO RW28L AND DISTANCE CHANGED FROM 2.01 TO 2.00 - IAW 8260.19I PARA 8-6-7.C.(1)(B) AND NEW EVALUATION.
16. TERMINAL ROUTE RW28L TO JIMMI COURSE/DISTANCE CHANGED FROM 282.13/11.15 TO 282.15/12.60 - FIX JIMMI MOVED PER ATC/FPT REQUEST.
17. LINE 4 ADDED KKENT 4900 BETWEEN ODRUE 5500 AND NUCIC 4800 - KKENT STEPDOWN ADD PER ATC/FPT REQUEST.
18. LINE 5 ADDED 371 HAT: 1.01 - IAW 8260.19I 8-6-7.E, TARGETS CALCULATED DISTANCE.
19. LINE 6 GS ALT AT: GEYEVY 4500, WEDEK 3548 CHANGED TO GP ALT AT PFAF: GEYEVY 4500, WEDEK 3545 - NEW EVALUATION
20. LINE 7 TCH CHANGED FROM 50.0 # TO 50.0 - NO LONGER REQUIRED BY CRITERIA
21. PBN REQUIREMENTS NOTE: ADDED RNP AR APCH - GPS. - IAW 8260.19I 8-6-8.
22. ADDED CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - 8260.19I 8-6-9M.
23. CHANGED NOTE FROM CHART SPEED ICON IN PLANVIEW AT ODRUE: MAX 180 KIAS TO CHART SPEED ICON IN PLANVIEW AT SMYRF: MAX 180 KIAS - PER ATC/FPT REQUEST
24. CHANGED NOTE FROM CHART PLANVIEW NOTE AT CAMML (IAF): (RNP 0.15) TO PLANVIEW NOTE AT CAMML: (RNP 0.15) - PER 8260.19I 4-6-10.F.
25. ADDITIONAL FLIGHT DATA DELETED ENTRIES ROUTE TYPE: A, H, ROUTE TYPE QUALIFIER 1: F AND ROUTE TYPE QUALIFIER 2: S - NO LONGER REQUIRED.
26. CHANGED ALTERNATE MINIMUMS FROM NA TO STANDARD - PER 8260.3E TABLE 3-4-1.

06/06/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/19/2022.

1. REQUIRED EFFECTIVE DATE CHANGED FROM ROUTINE TO 07/14/2022 FOR HARD DATE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZLC, BOI ATCT, BOI APP CON, AMGR

FLIGHT CHECKED BY
JOEL FEWENS HAWKLEY

Digitally signed by
DONALD H LANIER

Jun 07, 2022

OFFICE
FIOG

DATE
06/02/2022

DEVELOPED BY
VICTOR BOONE

Digitally signed by
DONALD H LANIER

Jun 07, 2022

OFFICE
AJV-A432

DATE
02/19/2022

APPROVED BY
LONNIE EVERHART

Digitally signed by
DONALD H LANIER

Jun 07, 2022

OFFICE
AJV-A430

DATE
05/19/2022

TITLE
MANAGER



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

<u>AIRPORT ID</u> KBOI	<u>PROCEDURE NAME</u> RNAV (RNP) X RWY 28L	<u>AMDT NO.</u> 1	<u>CITY</u> BOISE	<u>STATE</u> ID	<u>AIRPORT ELEVATION</u> 2872	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
CAMML

TO
SMYRF

<u>RNP</u> 1.00	<u>DISTANCE</u> 4.84	<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	434030.00N/1161327.00W		3570	164	98	4E	1000				AC98 AT2132	6800
TERRAIN	434054.00N/1161430.00W		3362 (3400)								AS1500	4900

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
SMYRF

TO
ODRUE

<u>RNP</u> 0.30	<u>DISTANCE</u> 5.09	<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	433654.00N/1160748.00W		3846	164	98	4E	500				AC98 PR90 PR966	5500
TERRAIN	433636.00N/1160827.00W		3526 (3500)								AS1500	5000

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM
ODRUE

TO
KKENT

<u>RNP</u> 0.15	<u>DISTANCE</u> 1.87	<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	433545.00N/1160636.00W		4000	164	98	4E	500				AC98 PR130 AT172	4900
TERRAIN	433545.00N/1160636.00W		3799 (3800)								AS1000	4800

COMPUTATIONS													
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	
ODRUE-KKENT	5500	180	200.61	2628.3	29.57	2.46	17.46					(CFCBM)/1.87 NM	

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
KKENT

TO
NUCIC

<u>RNP</u> 0.15	<u>DISTANCE</u> 0.65	<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	433518.00N/1160657.00W		3823	164	98	4E	500				AC98 PR140 AT239	4800
TERRAIN	433509.00N/1160615.00W		3425 (3400)								AS1000	4400

COMPUTATIONS													
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	
KKENT-NUCIC	4962	180	198.95	2090.19	27.99	2.46	16.99					(CFCBM)/0.65 NM	

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

NUCIC

TO

GEYEY

<u>RNP</u> 0.15	<u>DISTANCE</u> 0.96	<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	433445.00N/1160609.00W		3573	164	98	4E	500				AC98 PR150 AT179	4500
TERRAIN	433421.00N/1160612.00W		3362 (3400)								AS1000	4400

COMPUTATIONS													
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	
NUCIC-GEYEY	4800	180	198.46	1928.3	25.78	2.15	18.84					(CFCBL)/0.96 NM	

SEGMENT REMARKS:

FINAL

FROM

GEYEY

TO

WEDEK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
0.15	2.99											
<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				3548

COMPUTATIONS													
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	
GEYEY-WEDEK	4500	165	181.09	1628.3	32.05	1.80	20.2			3327.18	21.07.1	(CFFMG)/2.99 NM	

SEGMENT REMARKS:



FINAL

FROM
WEDEK

TO
RW28L

RNP 0.15	DISTANCE 2.00	PAT	MAP RW28L	HAT 371	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			MA121	3229

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM
DA

TO
JIMMI

RNP 0.15-1.00	DISTANCE	PAT	MAP	HAT	HMAS 2965							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	433252.99N/1161155.70W		2969	50	20	2C	ASC					6000
CONTROL_TOWER (16-020067)	433321.07N/1161309.34W		3136	20	3	1A	1000					4200
TERRAIN	433257.00N/1161124.00W		2903 (2900)								AS1500	4400

COMPUTATIONS

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

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

RW28L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	433727.00N/1153451.00W	069	27.7	8347	164	98	4E	1000			9400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT: 70 FT

TERRAIN ANALYSIS TURNED OFF AND MANUAL EVALUATION COMPLETED FOR VISUAL SURFACES AND MISSED.

210 KIAS MAX USED BEGINNING AT CAMML AS REQUESTED BY LEAD CARRIER.

180 KIAS MAX USED BEGINNING AT SMYRF TO REDUCE TURN RADIUS AND MAINTAIN LESS THAN 20 DEGREE BANK ANGLE.

USED REDUCED RNP LEVELS FROM SMYRF TO ODRUE AND ODRUE TO GEYEV, TO MITIGATE HIGHER TERRAIN.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZLC ARTCC, BOI TOWER, BOI APP CON

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

WX REMARKS:
24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

PRIMARY NAVAIDMONITOR POINTHRS OPERATIONCAT

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10L - HIRL, REIL, PAPI-4R	NPI-G	
RW10R - TDZ, ALSF-2, HIRL, C/LINE, VASI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28L - TDZ, MALSR, HIRL, C/LINE, VASI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28R - HIRL, PAPI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 2858.3	<u>TCH</u> 50.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.0
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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> -14C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -14C	<u>APT ISA</u> +9.31C
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CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2016-2020).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 995 HIGH TEMP 1312.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

RNP 0.15 FINAL ONLY DEVELOPED TO AVOID HIGHER TERRAIN TO NORTHEAST OF AIRPORT. HIGHER RNP VALUES IN FINAL PICK UP HIGHER TERRAIN, CREATING A HIGHER DA, INCREASING THE FROP DISTANCE, PREVENTING PROCEDURE DEVELOPMENT. NO WAIVER REQUIRED IAW 8260.19I PARA 8-6-11.I.(4) - NOTE 1.



AIRPORT ID KBOI	PROCEDURE NAME RNAV (RNP) X RWY 28L	AMDT NO. 1	CITY BOISE	STATE ID	AIRPORT ELEVATION 2872	FACILITY RNAV
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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	THLD	TO 1000FT POINT	3.74
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.60
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	*
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	3100
DISTANCE FROM	THLD	TO 1500FT POINT	8.47
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	0.60
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	*
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	3100

THRESHOLD
COORDINATES
(IF STR-IN)

433331.16N/1161233.39W

ARP COORDINATES

433351.70N/1161322.30W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 28R DISTANCE 0.94 NM

FAF
COORDINATES

433341.13N/1160641.24W

FIX NAME
COORDINATES

REMARKS

*1000FT AND 1500FT POINTS ARE IN GEYEV TO THLD AND
ODRUE TO KKENT TURNING SEGMENTS.

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY
18
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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AIRPORT ID
KBOI

PROCEDURE NAME
RNAV (RNP) X RWY 28L

AMDT NO.
1

CITY
BOISE

STATE
ID

AIRPORT ELEVATION
2872

FACILITY
RNAV

PART E: PREPARED BY

NAME
VICTOR BOONE

OFFICE
AJV-A432

DATE
02/19/2022

TITLE
AERONAUTICAL INFORMATION SPECIALIST

