

**UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE**

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> HI - ILS Z OR LOC Z RWY 10R	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> BOISE	<u>STATE</u> ID		
<u>AIRPORT ELEVATION</u> 2872	<u>TDZE</u> 2836	<u>SUPERSEDED</u> HI - ILS Z OR LOC Z RWY 10R	<u>ORIGINAL/AMENDMENT</u> 4	<u>DATED</u> 03/29/2018	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BOI	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<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>
CLEAN/BOI VORTAC 15.00 DME		BOI VORTAC					252.00	15.00	20000
BOI VORTAC	IAF	WURAG/BOI VORTAC 12.00 DME					252.00	12.00	20000
JIMMI/BOI VORTAC 13.43 DME	IF	SITSE/BOI VORTAC 6.27 DME					102.13	7.16 (I-BOI)	4100

MISSED APPROACH

MAP:

ILS: DA
LOC: AVVUV/BOI VORTAC 2.74 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 7300 ON BOI VORTAC R-113 TO CANEK/BOI VORTAC 22.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. TEARDROP R-252 (BOI VORTAC) (IAF) OUTBOUND TO WURAG/BOI VORTAC/12.00 DME, 20000, 102.13 (I-BOI) INBOUND, 6000 TO JIMMI/BOI VORTAC/13.43 DME, 4100 TO SITSE/BOI VORTAC 6.27 DME
3. FAC: 102.13 FAF: SITSE/BOI VORTAC 6.27 DME DIST FAF TO MAP: DIST FAF TO THLD: 3.84
4. MIN ALT: CLEAN/15.00 DME 20000, BOI VORTAC 20000, WURAG/12.00 DME 20000, JIMMI/13.43 DME 6000, SITSE/6.27 DME 4100.
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 978
6. MIN GS INCPT: 4100 GS ALT AT PFAF: SITSE/BOI VORTAC 6.27 DME 4100 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 54.0
8. MSA FROM: BOI VORTAC 130-300 6500, 300-130 9500, ESA W/IN 100 NM 14000

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

QUALITY
25
CHECKED

NOTES:

CHART NOTE: CIRCLING NA N OF RWY 10L-28R.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: USE BOI VORTAC DME WHEN ON THE LOCALIZER COURSE.
CHART NOTE: DME FROM BOI VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BOI AND BOI DME.
CHART NOTE: *FOR INOPERATIVE ALS, INCREASE S-ILS 10R CAT C/D/E VISIBILITY TO RVR 4000.
CHART NOTE: **FOR INOPERATIVE ALS, INCREASE S-LOC 10R CAT C/D/E VISIBILITY TO RVR 5500.
CHART PROFILE NOTE: RIGHT AT 12,000 REMAIN WITHIN 25 NM OF BOI VORTAC.

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT CLEAN: HOLD E, RT, 252.00 INBOUND, 20000.
HOLD NW, LT, 113.07 INBOUND.
FAS OBST: 2920 AAO 433600N/1161821W.
CHART VDP AT 2.81 DME
DISTANCE VDP TO THLD 0.98 NM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: CAT C 800-2 1/4, CAT D 1000-3, CAT E 1100-3

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 10R*		NA			NA		3036	1800	200	3036	1800	200	3036	1800	200
S-LOC 10R**		NA			NA		3200	3500	364	3200	3500	364	3200	3500	364
CIRCLING		NA			NA		3640	2 1/4	768	3820	3	948	3880	3	1008



CHANGES - REASONS

1. LOWERED CIRCLING CAT C MDA/HAA/VIS FROM 3740/869/2 1/2 TO 3640/768/2 1/4 - PREVIOUS AMDT HAD AAO WITH ADVERSE TERRAIN ASSUMPTION INSIDE AAO EXEMPT AREA; FPT CONFIRMED 70' TREES PROVIDED LOWER MINIMUMS.
2. CHANGED INTERMEDIATE COURSE AND DISTANCE FROM 101.94/5.72 NM TO 101.92/7.16 NM - IF FIX JIMMI MOVED 1.45 NM NW TO NEW LOCATION FOR NEW STAR PER ATC AND FPT REQUEST.
3. RAISED INTERMEDIATE ALTITUDE AT JIMMI FROM 5900 TO 6000 FEET - PER FPT REQUEST.
4. CHANGED MISSED APPROACH FROM "CLIMB TO 3300 THEN CLIMBING RIGHT TURN TO 6000 DIRECT JIMMI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000" TO "CLIMB TO 7300 ON BOI VORTAC R-113 TO CANEK/BOI VORTAC 22.00 DME AND HOLD." - PER ATC AND FPT REQUEST.
5. UPDATED PROFILE LINE 3 FAF TO THLD DISTANCE FROM 3.82 TO 3.84 - FAF MOVED 76.85 FEET EAST TO NEW LOCATION DUE LOWERING/CHANGING RDH 58.1 TO TCH 54 FT PER FPT REQUEST.
6. REMOVED CHART PLANVIEW NOTE: DME REQUIRED - REPLACED WITH EQUIPMENT REQUIREMENTS NOTE "DME REQUIRED" PER 8260.19I PARA 8-6-8 A.(2)(A)
7. CHANGED ADDITIONAL FLIGHT DATA NOTE FROM "CHART AT OR ABOVE 5900 AT JIMMI/VORTAC 11.98 DME" TO "CHART AT OR ABOVE 6000 AT JIMMI/BOI VORTAC 13.43 DME".
8. LOWERED ESA ALTITUDE FROM 14300 TO 14000 - NEW OBSTACLE DATA.
9. REMOVED INTERMEDIATE STEPDOWN AT OFODU - PER FPT REQUEST.
10. UPDATED HI TEARDROP ON LINE 2 FROM "TEARDROP BOI R-252 OUTBOUND FL200 TO WURAG/BOI VORTAC 12 DME, RT AT 12000 WITHIN 25 MILES OF BOI VORTAC TO BOI R-278 INBOUND 5900 TO INTERCEPT I-BOI COURSE AT JIMMI/BOI VORTAC 11.98 DME" TO "TEARDROP BOI R-252 OUTBOUND FL200 TO WURAG/BOI VORTAC 12 DME, RT AT 12000 WITHIN 25 MILES OF BOI VORTAC TO BOI R-278 INBOUND 6000 TO INTERCEPT I-BOI COURSE AT JIMMI/BOI VORTAC 13.43 DME" - FIX JIMMI MOVED 1.45 NM NW TO NEW LOCATION FROM 5900 TO 6000 FT PER FPT REQUEST.
11. UPDATED VIS CHART NOTE FROM "**WHEN ALS INOP, INCREASE CATS C/D/E VISIBILITY TO RVR 4000" TO CHART NOTE: *FOR INOPERATIVE ALS INCREASE S-ILS 10R CAT C/D/E VISIBILITY TO RVR 4000" - 8260.3E TABLE 3-3-1 APPLIED.
12. UPDATED VIS CHART NOTE FROM FROM "#WHEN ALS INOP, INCREASE CATS C/D/E VISIBILITY TO RVR 5500" TO "*** FOR INOPERATIVE ALS INCREASE S-LOC 10R CAT C/D/E VISIBILITY TO RVR 5500" - 8260.3E TABLE 3-3-1 APPLIED.
13. REMOVED PLANVIEW NOTE: NOT FOR CIVIL USE - ANNOTATED BY THE MILITARY PER 8260.19I PARA 6-1-3.
14. ADDED NOTE "DME FROM BOI VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BOI AND BOI DME"- PER 8260.19I PARA 8-6-9. K.
15. ADDED CHART PROFILE NOTE "RIGHT AT 12,000 REMAIN WITHIN 25 NM OF BOI VORTAC" - PER 8260.19I PARA 8-6-9.
- DELETED ADDITIONAL FLIGHT DATA NOTE "CHART AT OR ABOVE 6000 AT I-BOI LOC/DME" - INFO LISTED ON PROFILE LINE 4.
17. DELETED ADDITIONAL FLIGHT DATA NOTE "CHART AT OR ABOVE 20000 AT BOI VORTAC" - INFO LISTED ON PROFILE LINE 4.
18. ADDITIONAL FLIGHT DATA: UPDATED VDP NOTE FROM "3.3 DME DISTANCE VDP TO THLD 0.91" TO "CHART VDP AT 2.81 DME DISTANCE VDP TO THLD 0.98 NM" - SITSE MOVED TO NEW CALCULATED PFAF LOCATION DUE TO LOWERING OF TCH FROM 58.1 TO 54.
19. RAISED S-LOC 10R** MDA/HAT FROM 3180/344 TO 3200/364 - NEW OBSTACLE SURVEY DATA USED.
20. PROFILE LINE 2: UPDATED TEARDROP INSTRUCTIONS FROM "TEARDROP R-252 (BOI VORTAC) (IAF) OUTBOUND TO , 20000 FT. 102.13 (I-BOI LOC/DME) INBOUND, 6000 FT. TO JIMMI/BOI VORTAC 13.43 DME" TO "TEARDROP R-252 (BOI VORTAC) (IAF) OUTBOUND TO WURAG/BOI BOI VORTAC/13.43 DME, 4100 TO SITSE/BOI VORTAC 6.27 DME" - PER 8260.19I PARA 8-6-7.B.

COORDINATED WITH:

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

FLIGHT CHECKED BY**OFFICE****DATE****DEVELOPED BY***Digitally signed by***VICTOR C BOONE**

Feb 07, 2022

OFFICE

AJV-A432

DATE

12/14/2021

RECOMMENDED BY

LONNIE EVERHART

*Digitally signed by***CASIMIR L TABAKA**

Mar 10, 2022

OFFICE

AJV-A430

DATE**TITLE**

MANAGER

APPROVED BY**OFFICE****DATE****TITLE**

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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
KBOI	HI - ILS Z OR LOC Z RWY 10R	5	BOISE	ID	2872	I-BOI

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
CLEAN/BOI VORTAC 15.00 DME

TO
BOI VORTAC

<u>RNP</u>	<u>DISTANCE</u> 15.00	<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	433624.00N/1160333.00W	6044	164	98	4E	1000				AT12956	20000
												TERRAIN	433624.00N/1160333.00W	5844 (5800)								AS1500	7300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
BOI VORTAC

TO
WURAG/BOI VORTAC 12.00 DME

<u>RNP</u>	<u>DISTANCE</u> 12.00	<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	433009.00N/1161154.00W	3403	164	98	4E	1000				AT15597	20000
												TERRAIN	433009.00N/1161154.00W	3203 (3200)								AS1500	4700

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

JIMMI/BOI VORTAC 13.43 DME

TO

SITSE/BOI VORTAC 6.27 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	7.16											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	433603.00N/1161912.00W		2904	164	98	4E	500				AC98 AT598	4100
TERRAIN	433603.00N/1161912.00W		2703 (2700)								AS1000	3700

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

SITSE/BOI VORTAC 6.27 DME

TO

RW10R

<u>RNP</u>	<u>DISTANCE</u> 3.84	<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				3036

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: LOC

FROM
SITSE/BOI VORTAC 6.27 DME

TO
AVVUV/BOI 2.74 DME

RNP	DISTANCE 3.53	PAT	MAP AVVUV/BOI 2.74 DME	HAT 364	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	433600.30N/1161821.09W		2920	50	20	2C	250				MA20	3200

COMPUTATIONS

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

FROM
WURGU/12.00

TO
JIMMI/BOI VORTAC 13.43 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	432903.00N/1165933.00W		4200	164	98	4E	1000				AT800	6000
TERRAIN	432903.00N/1165933.00W		4000 (4000)								AS1500	5500

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 : ILS

FROM

DA

TO

CANEK/BOI VORTAC 22.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 2863					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				7300
AAO	432539.00N/1154857.00W		5305	164	98	4E	1000				SA-456 PR90	6000
TERRAIN	432233.00N/1154548.00W		4557 (4600)								AS1500	6100

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

AVVUV/BOI 2.74 DME

TO

CANEK/BOI VORTAC 22.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 2930					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
CONTROL_TOWER (16-020067)	433321.07N/1161309.34W		3136	20	3	1A		ASC				3200
AAO	432539.00N/1154857.00W		5305	164	98	4E	1000				PR90 SA-456	6000
TERRAIN	432233.00N/1154548.00W		4557 (4600)								AS1500	6100

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



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 C											
TREE	433041.59N/1161049.27W	3.01	768	3329	50	20	2C	300			3640
CATEGORY D											
AAO	433030.31N/1160922.72W	3.94	948	3505	50	3	2A	300			3820
CATEGORY E											
AAO	433008.83N/1160731.95W	4.94	1008	3580	50	20	2C	300			3880

CIRCLING REMARKS:

MSA

CENTER
BOI VORTAC

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
130-300	AAO	431818.00N/1164445.00W	222	28.4	5489	164	98	4E	1000			6500
300-130	AAO	433706.00N/1153206.00W	065	28.9	8442	164	98	4E	1000			9500

MSA REMARKS:

ESA

CENTER
BOI VORTAC

RADIUS
100

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	434624.00N/1140833.00W	064	90.2	11991	164	98	4E	2000			14000

ESA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

70 FT VEGETATION USED PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
BOI TOWER, BOI APP CON, ZLC ARTCC

<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:
REDUNDANT WEATHER SOURCES AVAILABLE; BACK-UP ALTIMETER NOT REQUIRED.

<u>PRIMARY NAVAID</u> I-BOI	<u>MONITOR POINT</u> BOI ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<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, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28R - HIRL, PAPI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 2824.2	<u>TCH</u> 54.0	<u>ELEV GS ANTENNA</u> 2824.0	<u>DISTANCE FROM RWY</u> 978	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 64.0
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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>	<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.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KBOI</div>	<div>PROCEDURE NAME</div> <div>HI - ILS Z OR LOC Z RWY 10R</div>	<div>AMDT NO.</div> <div>5</div>	<div>CITY</div> <div>BOISE</div>	<div>STATE</div> <div>ID</div>	<div>AIRPORT ELEVATION</div> <div>2872</div>	<div>FACILITY</div> <div>I-BOI</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	THLD	TO 1000FT POINT	2.88
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	115.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2800
DISTANCE FROM	THLD	TO 1500FT POINT	7.40
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.22
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	115.13
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2700

THRESHOLD
COORDINATES
(IF STR-IN)

433412.12N/1161433.42W

ARP COORDINATES

433351.70N/1161322.30W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 28R DISTANCE 0.94 NM

FAF
COORDINATES

433549.79N/1161920.19W

FIX NAME
COORDINATES

REMARKS

QUALITY

25

CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> VICTOR BOONE	<u>OFFICE</u> AJV-A432	<u>DATE</u> 12/14/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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