

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: D73FF3C9E6FF41D39BDBE7694FCC98B9	APWS Project ID: 77FDD1ABC22D4F93B5CAA30AF14B787F
Procedure: HI - ILS Z OR LOC Z RWY 10R AMDT 5		Enroute: NO	Specialist: Boone, Victor		Agreement Number:
Airport ID: KBOI			Airport City: BOISE		State: ID
Facility ID: BOI	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PENDING AIRPORT DATA USED.</div> <div>CONTACT INFO: JON DENTON, AJV-A432 MANAGER, 405.954.5467</div> <div>QUALITY 25 CHECKED</div> <div>QUALITY 41 CHECKED</div>					

LOC/DME I-BOI	APP CRS	Rwy Idg	9763
111.1	102°	TDZE	2836
Chan 48		Apt Elev	2872

HI - ILS Z or LOC Z RWY 10R

BOISE AIR TERMINAL/GOWEN FIELD (BOI)

DME required.

⚠

Circling NA north or Rwy 10L-28R. DME from BOI VORTAC.

⚠

DME use requires simultaneous reception of I-BOI and BOI DME.

*

For inop ALS, increase S-ILS 10R Cat C/D/E visibility to RVR 4000.

#

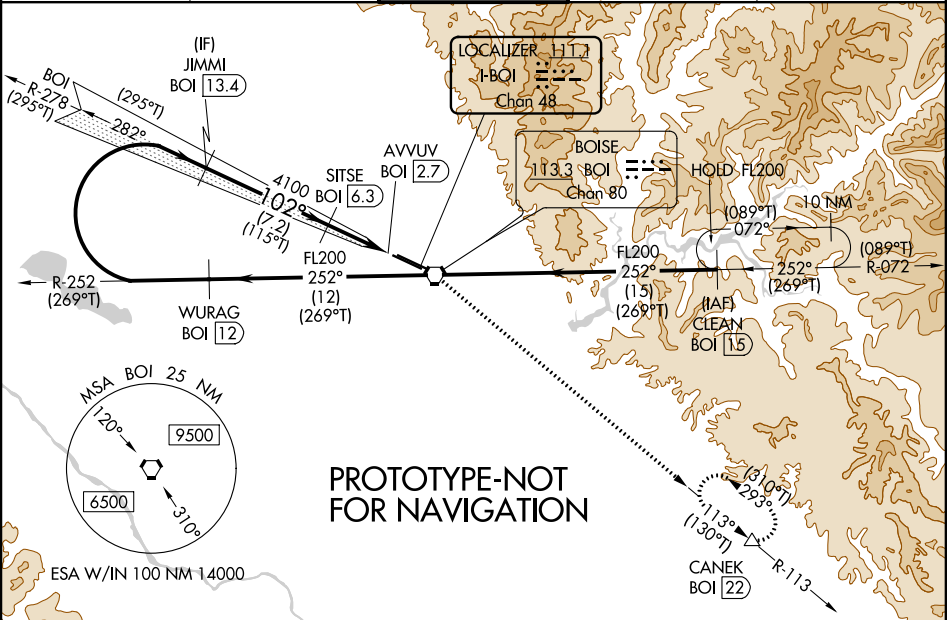
For inop ALS, increase S-LOC 10R Cat C/D/E visibility to RVR 5500.

ALS F-2

A

MISSED APPROACH: Climb to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



ELEV 2872

D

TDZE 2836

7300

↑

BOI R-113

△

CANEK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

Use BOI VORTAC DME when on the localizer course.

Right at 12000 remain within 25 NM of BOI VORTAC

WURAG BOI 12

FL200

252°

FL200

CLEAN BOI 15

102° to AVVUV

2948

0.5% UP

2908

0.3% DOWN

2887

2897

TWR 3136

GS 3.00° TCH 54

JIMMI BOI 13.4

SITSE BOI 6.3

BOI 2.8

AVVUV BOI 2.7

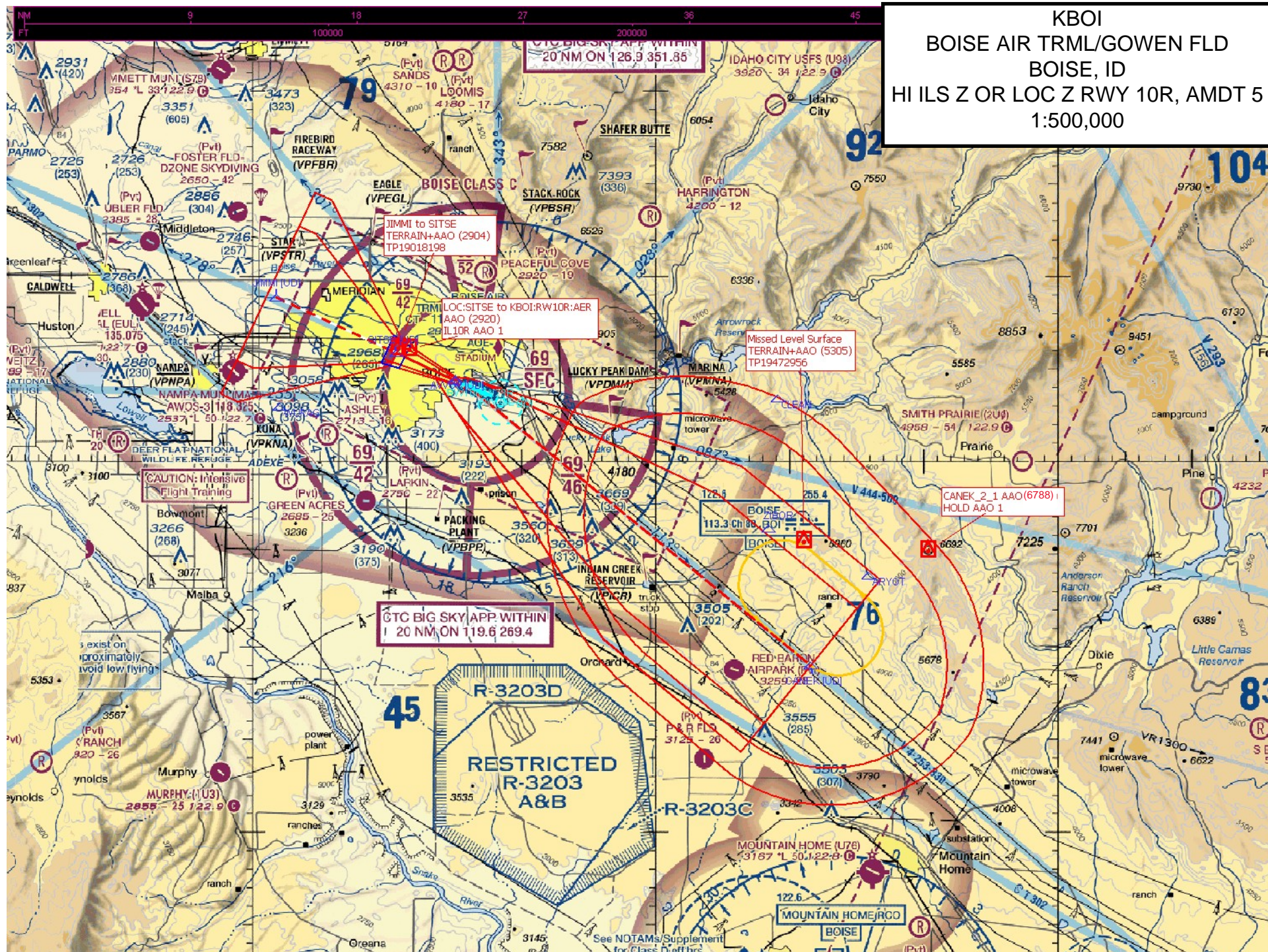
CATEGORY	A	B	C	D	E
* S-ILS 10R	NA		3036/18	200 (200-½)	
# S-LOC 10R	NA		3200/35	364 (400-¾)	
<div>C</div> CIRCLING	NA		3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)	3880-3 1008 (1100-3)

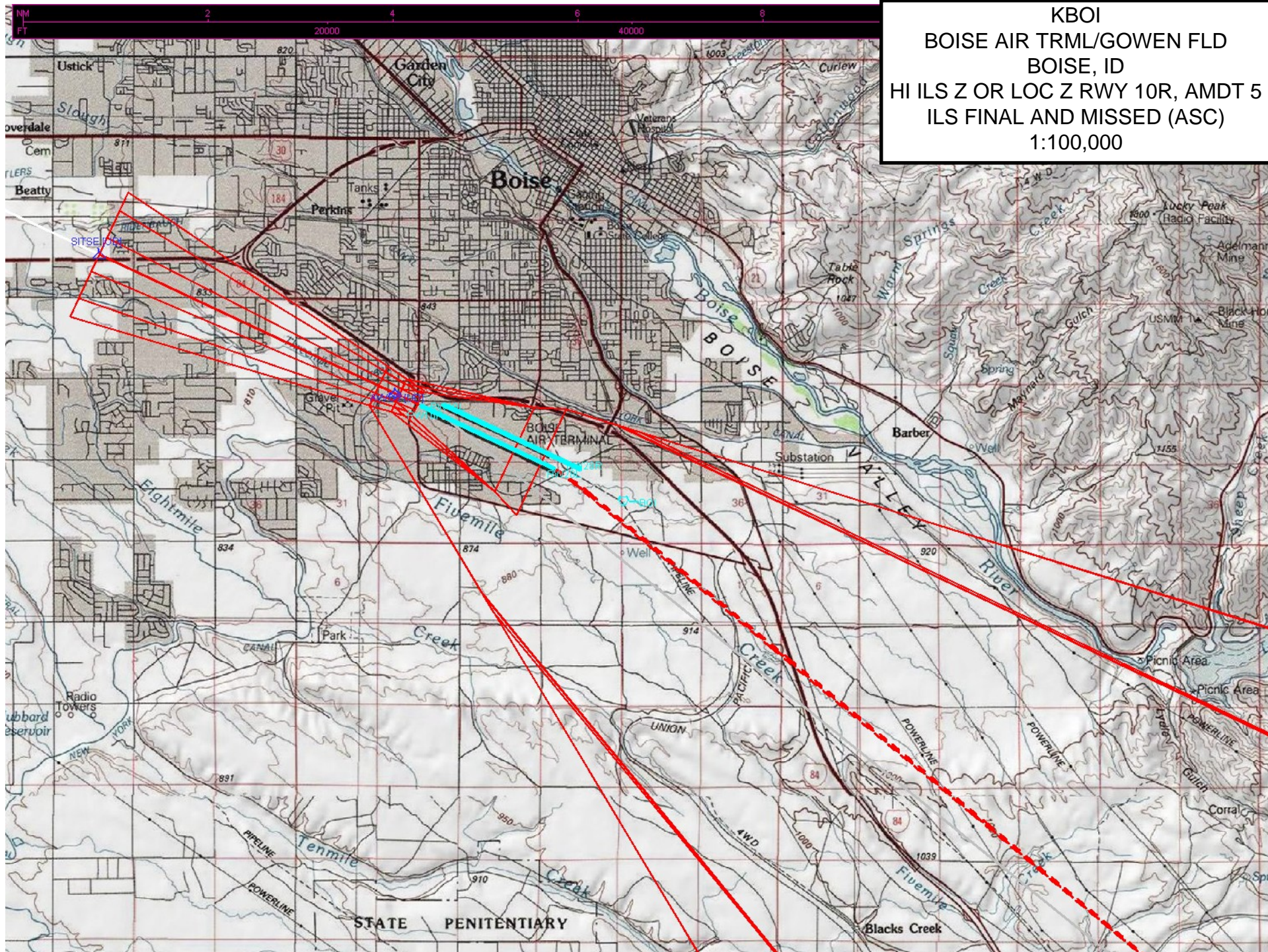
CTC BIG SKY APP WITHIN
20 NM ON 126.9 351.85

GTC BIG SKY APP WITHIN
20 NM ON 119.5 259.4

KBOI
BOISE AIR TRML/GOWEN FLD
BOISE, ID
ILS Z OR LOC Z RWY 10R, AMDT 5
INITIAL FROM CLEAN-BOI VORTAC-
WURAG
AND HI TEARDROP
1:500,000

KBOI
BOISE AIR TRML/GOWEN FLD
BOISE, ID
HI ILS Z OR LOC Z RWY 10R, AMDT 5
1:500,000





KBOI
BOISE AIR TRML/GOWEN FLD
BOISE, ID
HI ILS Z OR LOC Z RWY 10R, AMDT 5
ILS FINAL AND MISSED (ASC)
1:100,000

LOC: SITSE to KBOI: RW10R: AER AAO (2920)

SITSE (UG)

Boise

Boise River

Boise Air Terminal

Five Mile Creek

Ten Mile Creek

STATE PENITENTIARY

Union

Well

Pipeline

Powerline

Substation

Table Rock

Curlew

Veterans Hospital

Garden City

Ustick

Overdale

Beatty

Slough

Canal

Radio Towers

Subbard Reservoir

NEW YORK

PACIFIC

4WD

1000

910

950

891

834

810

833

843

874

880

914

940

925

903

1027

1000

84

81

2

4

6

8

20000

40000

[illegible]

1:100,000

LEADING CAT E
AAO (3580)
CIRC CAT E

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Boise Air Terminal/Gowen Field (KBOI)
Boise, ID**

The Boise Air Terminal/Gowen Field Airport (KBOI), located in Boise, Idaho, is requesting 19 amendments (four RNAV (RNP) procedures, three RNAV (GPS) procedures, one HI-ILS procedure, two HI-VOR/DME procedures, one ILS procedure, two VOR procedures, and four STAR procedures). The JIMMI Waypoint (WP) would require relocation 1.45 nautical miles (NM) west, resulting in more efficient and predictable operations for arrivals into KBOI. Moving the JIMMI WP would then require changes to the above-listed procedures to ensure connectivity.

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend 19 procedures at KBOI located in Boise, Idaho. The JIMMI waypoint (WP) requires relocation, resulting in a more efficient and predictable operation for arrivals into KBOI. The move requires changes to these procedures so they all have connectivity to a specific approach.

RNP	Required Navigation Performance
RNAV (RNP) Z RWY 28L	<ul style="list-style-type: none">- The missed approach holding fix at JIMMI WP would be relocated approximately (~) 1.45 NM to the northwest.- The following changes were amended for the September 9, 2020, chart cycle and have previously been processed:<ul style="list-style-type: none">o Relocated NEWKU WP ~0.5 NM west.o Relocated DIKAC WP ~3.26 NM southwest.- Altitude would increase at DIKAC from 6,000 feet (ft.) mean sea level (MSL) to at 7,000 ft. MSL.- Altitude would increase at CIPSA from at or above (AOA) 5,000 ft. MSL to AOA 5,300 ft. MSL.- The following changes would apply when the amended 15 procedures are published:<ul style="list-style-type: none">o Missed Approach holding fix at JIMMI WP would be relocated ~1.45 NM northwest.o All other flight tracks and altitudes would remain unchanged.
RNAV (RNP) X RWY 28L	<ul style="list-style-type: none">- JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.- ODRUE WP would be relocated ~0.2 NM to the northwest, but retain the same altitude restriction of AOA 5,500 ft. MSL.- A step-down fix (SDF) would be added between ODRUE WP and NUCIC WP, with a crossing altitude of AOA 4,900 ft. MSL.- All other flight tracks and altitudes remain unchanged.

RNAV (RNP) Z RWY 10L	<ul style="list-style-type: none"> - JIMMI intermediate fix (IF) would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL. - There would be an increase in altitude at LIBYY IF from 6,700 ft. MSL to 7,000 ft. MSL. - All other tracks/altitudes remain the same as original.
RNAV (RNP) Z RWY 10R	<ul style="list-style-type: none"> - JIMMI IF would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL. - There would be an increase in altitude at LIBYY (IF) from 6,700 ft. MSL to at 7,000 ft. MSL. - All other tracks/altitudes remain the same as original.
RNAV	Area Navigation
RNAV (GPS) Y RWY 10L	<ul style="list-style-type: none"> - MIGEE WP would move .65 ft. with no change in altitude/track/glideslope. - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL. - All initial segments removed, approach will be "RADAR REQUIRED."
RNAV (GPS) Y RWY 10R	<ul style="list-style-type: none"> - SITSE WP would move 2.27 ft. total with no change in altitude/track/glideslope. - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL - All initial segments removed, approach will be "RADAR REQUIRED."
RNAV (GPS) Y RWY 28L	<ul style="list-style-type: none"> - VUNCU WP would move 14.69 ft. total with no change in altitude/track/glideslope. - DUTME WP would move 0.50 NM to the southeast with an increase in altitude. Altitude would be raised to 4,920 ft. MSL. - SDFs would be added at 4,160 ft. MSL (~1,670 ft. AGL) (WP24) and 3,680 ft. MSL (~ 670 ft. AGL) (WP25). - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.
HI-ILS Z or LOC Z RWY 10R	<ul style="list-style-type: none"> - SITSE WP would move 2.27 ft. with no change in altitude/track/glideslope. - JIMMI WP would be relocated approximately 1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.
HI-VOR/DME or TACAN RWY 10R	<ul style="list-style-type: none"> - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.
HI-VOR/DME or TACAN RWY 28L	<ul style="list-style-type: none"> - EMAPE would become the final approach fix (FAF) and would increase in altitude to AOA 6,200 ft. MSL. The glideslope would be lowered to 3.10° with no change in track. - A SDF would be added at REWAY WP at 5,060 ft. MSL (~1,736 ft. AGL). The glideslope would be lowered to 3.10° with no change in track. - YODVU WP would move 0.88 NM to the southeast with an increase in altitude to AOA 4,260 ft. MSL. The glideslope would be lowered to 3.10° with no change in track. - A SDF would be added at 3,680 ft. MSL (~770 ft. AGL). The glideslope would be lowered to 3.10° with no change in track. - ZIBOR WP would move 0.59 NM to the northwest with no change in altitude or track.

	<ul style="list-style-type: none"> - ARYOT WP would move 0.02 NM to the southwest with an increase in altitude to AOA 10,500 ft. MSL, and no change to the track. - Missed approach changed to: Climb to 6000 on BOI very high frequency omnidirectional range tactical aircraft. control (VORTAC) R-278.14 to JIMMI WP (433851.20N/1162816.38W)/BOI 12.23 DME and hold, continue climb-in-hold to 6000.
ILS Y or LOC Y RWY 10R	<ul style="list-style-type: none"> - SITSE WP would move 2.27 ft. with no change in altitude/track/glideslope. - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.
ILS Y RWY 10R (SA CAT I) ILS Y RWY 10R (CAT II & III)	<ul style="list-style-type: none"> - JIMMI WP would be relocated approximately 1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL. - SITSE FAF would move 2.27 ft. with no change in altitude/track/glideslope.
VOR/DME or TACAN RWY 10L	<ul style="list-style-type: none"> - YARUL WP would move 0.03 NM to the northwest with no change in altitude/track/glideslope. - JIMMI WP would be relocated ~1.45 NM to the northwest with an increase in altitude from 5,000 ft. MSL to AOA 6,000 ft. MSL.
VOR/DME or TACAN RWY 28L	<ul style="list-style-type: none"> - EMAPE would become the FAF and would increase in altitude to AOA 6,200 ft. MSL. The glideslope would be lowered to 3.10° with no change in track. - A SDF would be added at REWAY AOA 5,060 ft. MSL (~1,736 ft. AGL), the glideslope would be lowered to 3.10° with no change in track. - YODVU WP would move 0.88 NM to the southeast, with an increase in altitude to AOA 4,260 ft. MSL. The glideslope would be lowered to 3.10° with no change in track. - A SDF would be added at 3,680 ft. MSL (~770 ft. AGL), the glideslope would be lowered to 3.10° with no change in track. - ZIBOR WP would move 0.59 NM to the northwest with no change in altitude or track. - ARYOT WP would move 0.02 NM to the southwest with an increase in altitude to 10,500 ft. MSL and no change in track. - Missed approach changed to: “Climb to 6000 on BOI VORTACV R-278.14 to JIMMI WP (433851.20N/1162816.38W W)/BOI 12.23 DME and hold, continue climb-in-hold to 6000.”
STAR	Standard Terminal Arrival
SPUUD	<ul style="list-style-type: none"> - The MEVLE and BSSMA transitions would be deleted as requested by air traffic control (ATC). - The altitude restrictions at BROPH WP (AOA FL220) and ORYDA WP (AOA FL190) would be deleted due to a lack of operational advantage. ATC states that aircraft. are typically below altitude restrictions when currently beginning this arrival route. - KOONA WP would be removed due to criteria. The STAR would terminate at common fix EKEME. - EKEME WP would change from flyby (FB) to fly over (FO) to match RNAV (RNP) Z 10L/R approaches.

	<ul style="list-style-type: none"> - FALDI WP would have a restriction of AOA 8,000 ft. MSL (~4,575 ft. AGL) for terrain. The minimum obstruction clearance altitude (MOCA) is 7,856 ft. MSL (~4,430 ft. AGL) at FALDI WP.
KOURT	<ul style="list-style-type: none"> - TESSA WP would be removed due to criteria. The STAR would terminate at common fix KOLKE. - KOLKE WP would be changed from FB to FO with a fix to a manual (FM) leg aligned with preceding leg to match RNAV (RNP) Z RWY 10L/R in conformance with criteria.
KYAAN	<ul style="list-style-type: none"> - JIMMI WP would move 1.45 NM northwest with an increase in altitude to match RNP and GPS approaches due to criteria. Additionally, ATC requested to increase the altitude at JIMMI WP in order to eliminate Traffic Alert and Collision Avoidance System (TCAS) resolution advisory events. - BEATR WP would be removed. - DYYLN WP and SMYRF WP would be removed because the STAR terminates at CAMML WP to match RNAV (RNP) X RWY 28L/R approaches in conformance with criteria.
BEWTE	<ul style="list-style-type: none"> - The altitude restriction of FL240 at SUMOQ WP would be removed due to a lack of operational advantage. ATC states that aircraft. are below FL240 when currently beginning this arrival route. - The altitude restriction at CUDDY WP would be changed from AOA 17,000 ft. MSL (~13,850 ft. AGL) to AOA 15,000 ft. MSL (~11,850 ft. AGL) for descent gradient criteria. - The altitude restriction at BEWTE WP would be changed from AOA 10,500 ft. MSL (~6,180 ft. AGL) to AOA 10,000 ft. MSL (~5,680 ft. AGL) for descent gradient criteria. - The speed restriction of 230 knots indicated airspeed (KIAS) would be removed at CHRIE WP for leg length and descent gradient criteria. - The altitude restriction at LIBYY WP would be changed from 6,700 ft. MSL (~3,815 ft. AGL) to 7,000 ft. MSL (~4,115 ft. AGL) to match RNAV (RNP) Z RWY 10L/R approaches in conformance with criteria.

Federal Aviation Administration (FAA) guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of the implementation of the proposed action. The Altitude/Operations Test (A/O Test) was utilized to conduct a noise prescreening evaluation of the proposed amendments to the arrival procedures. The results of the A/O Test indicated that no further noise screening is necessary based on the number of operations and altitude on the proposed procedures at KBOI.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. (ATO, AVS)

5-6.5.k – Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

Recommended by:

Facility Manager Review/Concurrence

Signature: _____

Date: _____

Name: Brett Waddoups
Air Traffic Manager
ZLC ARTCC

Concurrence by:

Service Area Environmental Specialist Review/Concurrence

Signature: _____

Date: _____

Name: Karen Everitt
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:

Service Area Director Review/Concurrence, if necessary

Signature: _____

Date: _____

Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2