

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION										Bearings, headings, courses, 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 in feet RVR.									
LOC STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 25																			
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO			COURSE AND DISTANCE				ALTITUDE		MAP: 4.72 NM AFTER SWU NDB, OR AT HDA 0.51 DME.								
IDA VOR/DME		SWU NDB/HDA 5.23 DME			204.64/6.75				7000		CLIMB TO 6000 THEN CLIMBING LEFT TURN TO 7000 DIRECT IDA VOR/DME AND HOLD.								
ROCCA INT		SWU NDB			066.78/13.21				7300										
PIH VORTAC (IAF)		SWU NDB (NOPT)			014.00/31.12 (PIH R-014) AND 023.01/8.91 (HDA)				6500										
										ADDITIONAL FLIGHT DATA: HOLD S, LT, 019 INBOUND. FAS OBST: 4829' TREE 432939/1120546									
1. PT <u>R</u> SIDE OF COURSE <u>203.01</u> OUTBOUND <u>6500</u> FT WITHIN <u>15</u> MILES OF <u>SWU NDB</u> (IAF)																			
2.																			
3. FAC <u>023.01</u> FAF <u>SWU NDB</u> DIST FAF TO MAP <u>4.72</u> THLD <u>5.40</u>																			
4. MIN. ALT <u>SWU NDB 6500</u>																			
8. MSA FROM: <u>SWU NDB 360-090 8900, 090-180 10000, 180-360 7800</u>										MAG VAR: 15E EPOCH YEAR: 90									
MINIMUMS																			
TAKEOFF:		STANDARD		<input checked="" type="checkbox"/>		SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: N A		STANDARD @ #							
CATEGORY =====>		A			B			C			D			E					
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA			
S-LOC-2		5080	1	339	5080	1	339	5080	1	339	5080	1	339	5080	1 1/4	339			
CIRCLING		5200	1	459	5220	1	479	5220	1 1/2	479	5340	2	599	5420	2 1/2	679			
POCATELLO, ID ALTIMETER SETTING MINIMUMS																			
S-LOC-2		5220	1	479	5220	1	479	5220	1 1/4	479	5220	1 1/2	479	5220	1 3/4	479			
CIRCLING		5300	1	559	5360	1	619	5360	1 3/4	619	5480	2 1/4	739	5560	3	819			
NOTES:																			
ADF OR DME REQUIRED. WHEN CONTROL TOWER CLOSED, OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE POCATELLO ALTIMETER SETTING MINIMUMS.										@ CAT E 800-2 1/2 # NA WHEN CONTROL TOWER CLOSED. DISREGARD GS INDICATIONS.									
CITY AND STATE		ELEVATION: 4741 TDZE: 4741		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP									
IDAHO FALLS, ID		FANNING FIELD		HDA		18 AUG 94 LOC BC RWY 2, AMDT. 6				AMDT 5									
										DATE 14 OCT 93									

ALL AFFECTED PROCEDURES REVIEWED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES 310-55-101		REQUIRED EFFECTIVE DATE ROUTINE *	
COORDINATED WITH:					
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>
OTHER (specify) <input checked="" type="checkbox"/> ZLC, IDA ATCT/FSS, KIDA AMGR					
FLIGHT CHECKED BY					
NAME: <i>Ken Mizner</i> KEN MIZNER			FIFO SAC	DATE: 03/02/94	
DEVELOPED BY					
NAME: <i>C. Weber</i> C. WEBER			FIFO SAC	DATE: 11/22/93	
APPROVED BY					
NAME: <i>John D. Pearsall, Jr.</i> JOHN D. PEARSALL, JR.			FIFO SAC	DATE: MAR 7 1994	
CHANGES:					
<ol style="list-style-type: none"> 1. FEEDER ROUTE ROCCA INT TO SWU NDB MINIMUM ALTITUDE RAISED. 2. INITIAL APPROACH SEGMENT PIH VORTAC TO SWU NDB DISTANCE. 3. PROCEDURE TURN DISTANCE. 4. DISTANCE FAF TO MAP. 5. S-LOC MDA RAISED. 6. ADDED POCATELLO, ID ALTIMETER SETTING MINIMUMS. 7. MISSED APPROACH PROCEDURE. 8. DELETED CAT E PT NA NOTE. 9. DELETED CHART IN PROFILE NOTE FOR HIDA DME. 10. MSA SECTOR ALTITUDES. 11. ADDED ADF OR DME REQUIRED NOTE. 					
REASONS:					
<ol style="list-style-type: none"> 1. NEW CONTROLLING OBSTRUCTION IDENTIFIED. 2. RECOMPUTED CORRECT DISTANCE. 3. ADDED CAT E PT DISTANCE OF 15 NM. 4. RECOMPUTED CORRECT DISTANCE. 5. NEW CONTROLLING OBSTRUCTION IDENTIFIED. 6. TO ALLOW CONTINUOUS USE OF SIAP DUE TO LOCAL ALTIMETER SETTING SOURCE (IDA FSS) BECOMING PART TIME. 7. TO PROVIDE LIMITED EQUIPMENT REQUIREMENT FOR SIAP USE. 8. REASON NO. 3. 9. NOT REQUIRED PER FAA GUIDANCE. 10. NEW CONTROLLING OBSTRUCTION IDENTIFIED. 11. REQUIRED PER FAA GUIDANCE. 					
* EFFECTIVE CONCURRENT WITH KIDA ILS RWY 20, AMDT. 11.					
THIS CANCELS FDC 3/5831.					