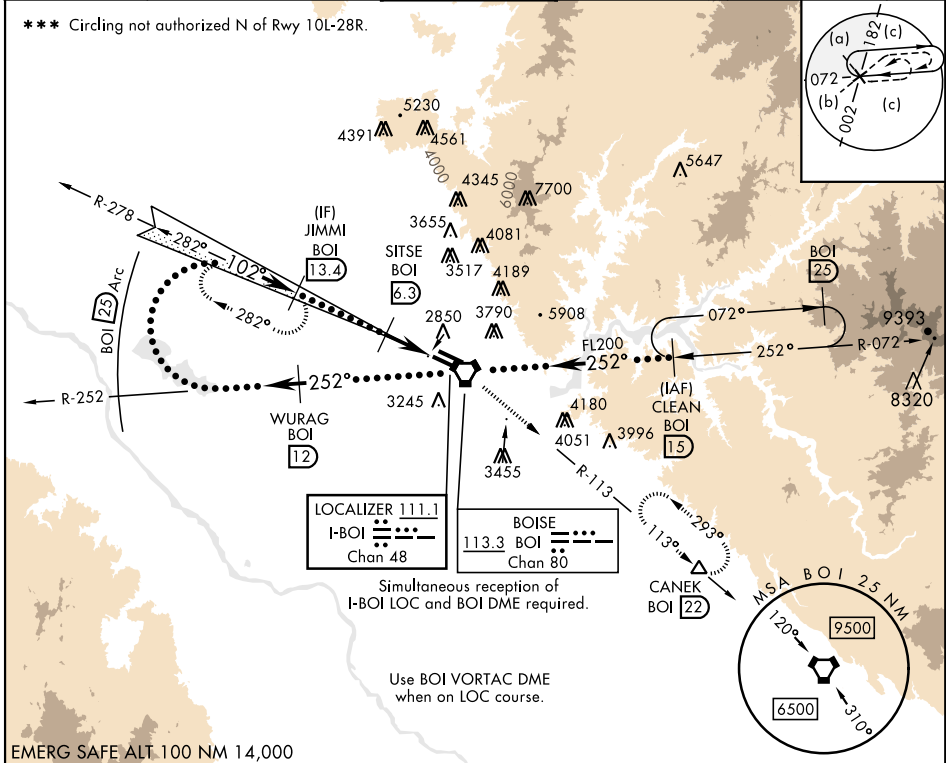


HI-ILS Z or LOC Z RWY 10R

| | | | | | |
|--|---------------------------------------|--|-------------------------------|--|--------|
| LOC I-BOI 111.1 | APCH CRS 102° | Rwy Idg TDZE Arprt Elev 9762 2836 2872 | [USAF] | BOISE AIR TERMINAL (GOWEN FLD) | (KBOI) |
| DME required | | | ALSF-2 | MISSED APPROACH: Climb to 7300 on BOI VORTAC R-113 to CANEK/BOI 22 DME and hold. | |
| *** When ALS inop, increase RVR to 40 and vis to ¾ mile. *** When ALS inop, increase RVR to 55 and vis to 1 mile. | | | A | | |
| ATIS 123.9 290.4 | BIG SKY APP CON 119.6 269.4 | BOISE TOWER 118.1 257.8 | GND CON 121.7 348.6 | CLNC DEL 125.9 323.2 | ASOS |

*** Circling not authorized N of Rwy 10L-28R.



EMERG SAFE ALT 100 NM 14,000

| | | | | | | |
|---|-------------------------|---|-------------------------|--------------|-----------|-----------|
| 7300 ↑ BOI R-113 | CANEK △ | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64). | | | ELEV 2872 | TDZE 2836 |
| Right at 12,000 remain within 25 NM of BOI VORTAC | | WURAG BOI 12 | BOI VORTAC | CLEAN BOI 15 | | |
| FL200 | | FL200 | FL200 | | | |
| JIMMI BOI 13.4 | | SITSE BOI 6.3 | BOI 3.4 | | | |
| 6000 | | 4100 | AVVUV BOI 2.7 | | | |
| GS 3.00° TCH 54 | | 4100 | | | | |
| | | 3.6 NM | 0.3 | | | |
| CATEGORY | C | D | E | | | |
| S-ILS 10R ** | 3036/18 | 200 | (200-½) | | | |
| S-LOC 10R ** | 3200/35 | 364 | (400-¾) | | | |
| *** | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) | 3880-3 1008 (1100-3) | | | |
| CIRCLING | | | | | | |
| TDZL/CL Rwy 10R-28L HIRL Rwys 10L-28R, 10R-28L REIL Rwy 10L | | | | | | |

HI-ILS Z or LOC Z RWY 10R