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Notebook

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General Information

Location: Arco ID USA
IATA Code:
Lat/Long: N43° 36.2' W113° 20.1'
Elevation: 5332 ft

Airport Use: Public
Magnetic Variation: 13.1°E
Sectional Chart: Salt Lake City

Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1414 Z
Sunset: 0119 Z,

Runway Information

Runway: 06
Length x Width: 6600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5332 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 6600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5323 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

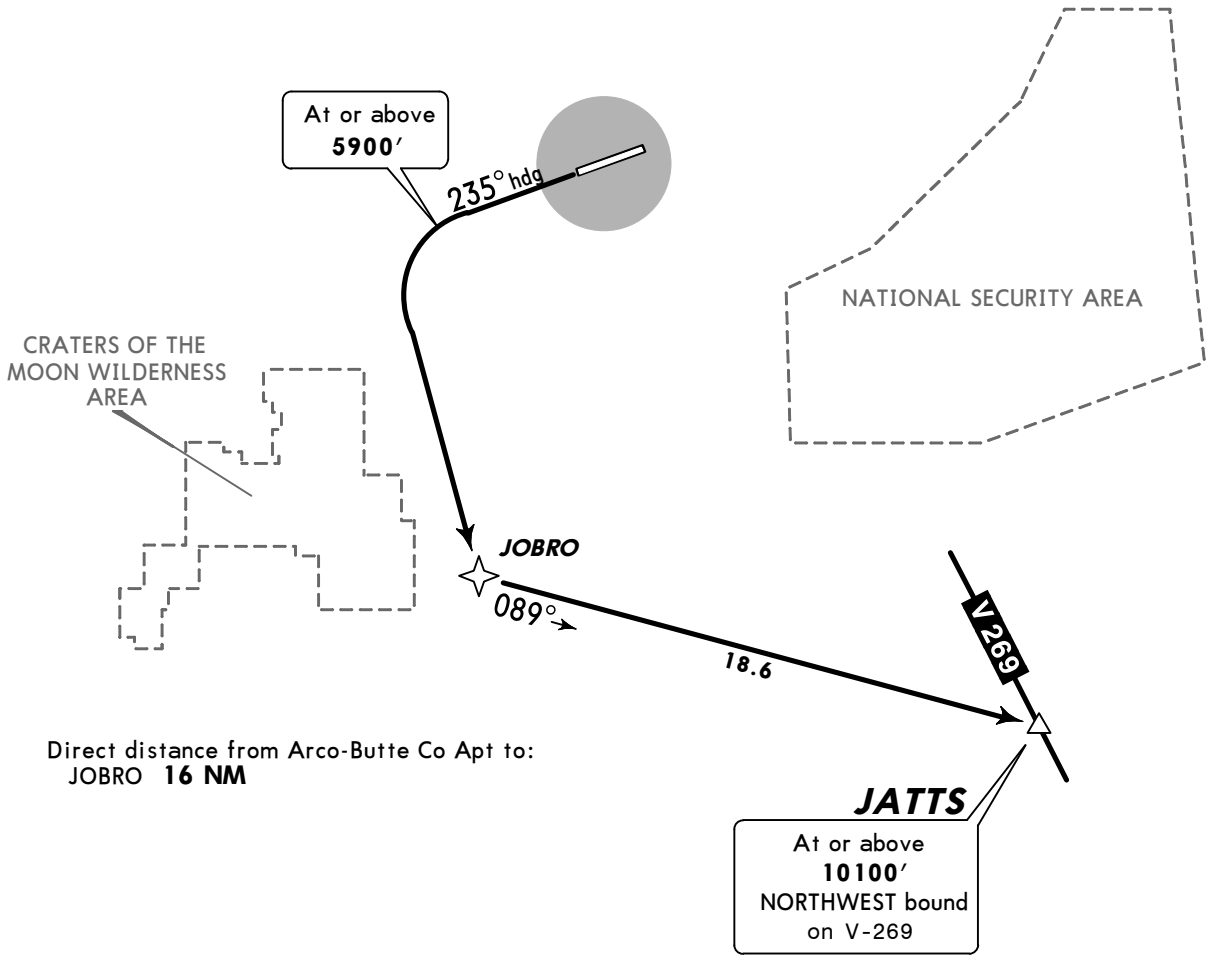
Arco-Butte Co Unicom 122.8 CTAF PCL
Salt Lake City Center 128.35 Remote Communications Air-Ground

SALT LAKE Center 128.35	Apt Elev 5332′	Trans level: FL 180 Trans alt: 18000′ 1. GPS required. 2. RNAV 1.

OBSTACLE

JATTS ONE RNAV DEPARTURE (JATTS1.JATTS)

(RWY 24)



Direct distance from Arco-Butte Co Apt to:
JOBRO **16 NM**

This DP requires take-off minimums for
Rwy 6: Not Authorized - OBSTACLES
Rwy 24: Standard (or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

N
NOT TO SCALE

OBSTACLE
Rwy 24: Numerous vehicles beginning 641′ from DER, 629′ RIGHT of centerline, 17′ AGL/5355′ MSL.

INITIAL CLIMB

Climb heading 235° to **5900′**, then climbing LEFT turn direct JOBRO. Then via 089° track to JATTS before proceeding on course.

CHANGES: JOBRO 2 replaced by JATTS 1.

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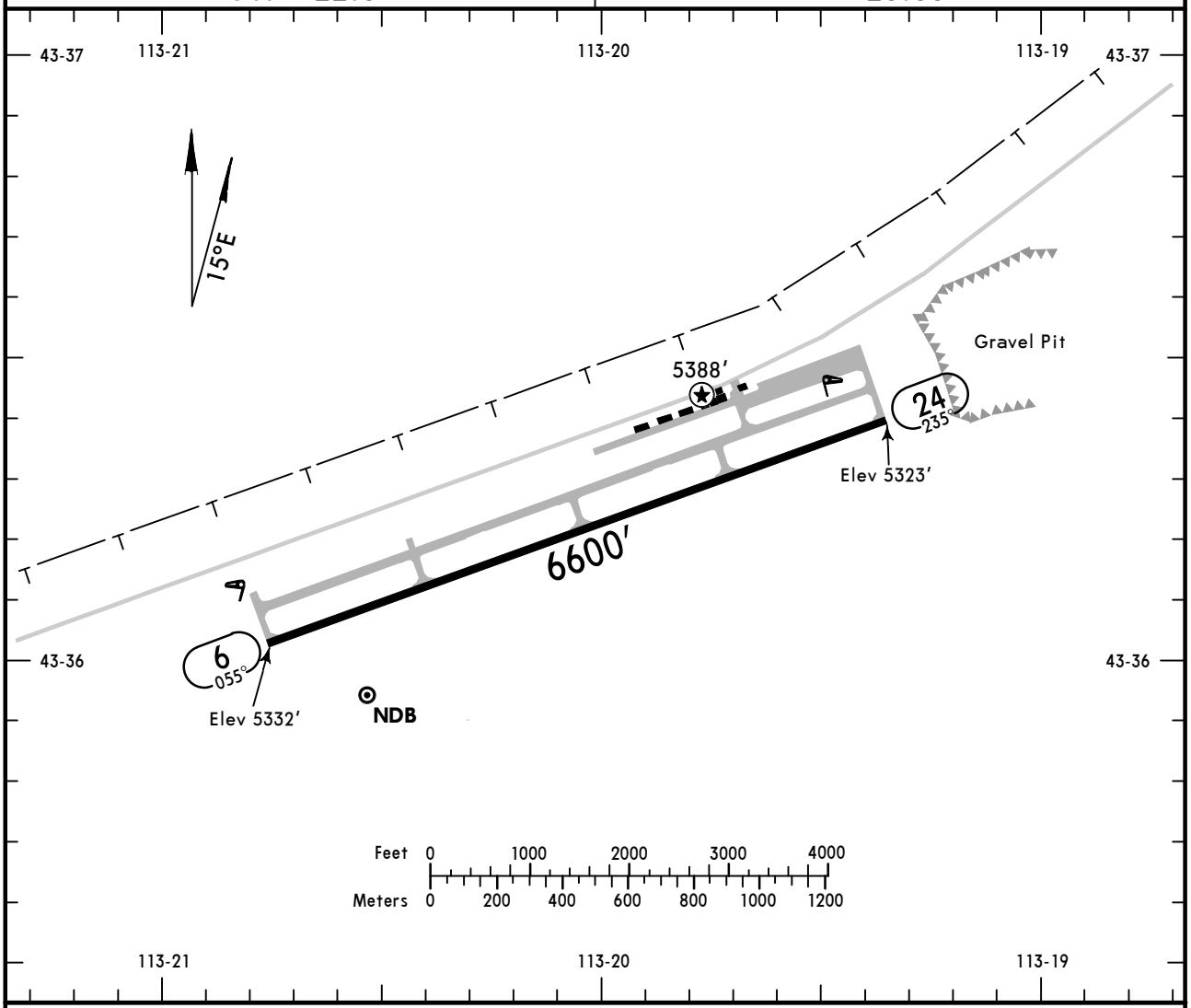
ARCO-BUTTE CO UNICOM	SALT LAKE Center
CTAF 122.8	128.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
6 24	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				75′

❶ Activate on 122.8.

TAKE-OFF	Rwy 24	Rwy 6	FOR FILING AS ALTERNATE	
1 & 2 Eng 3 & 4 Eng	**USE JATTS DEPARTURE**	NA	A B C D	NA

AMEND 1

CHANGES: Take-off minimums, runway end elevations, runway bearings.

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SALT LAKE Center	ARCO-BUTTE CO UNICOM
128.35	CTAF 122.8

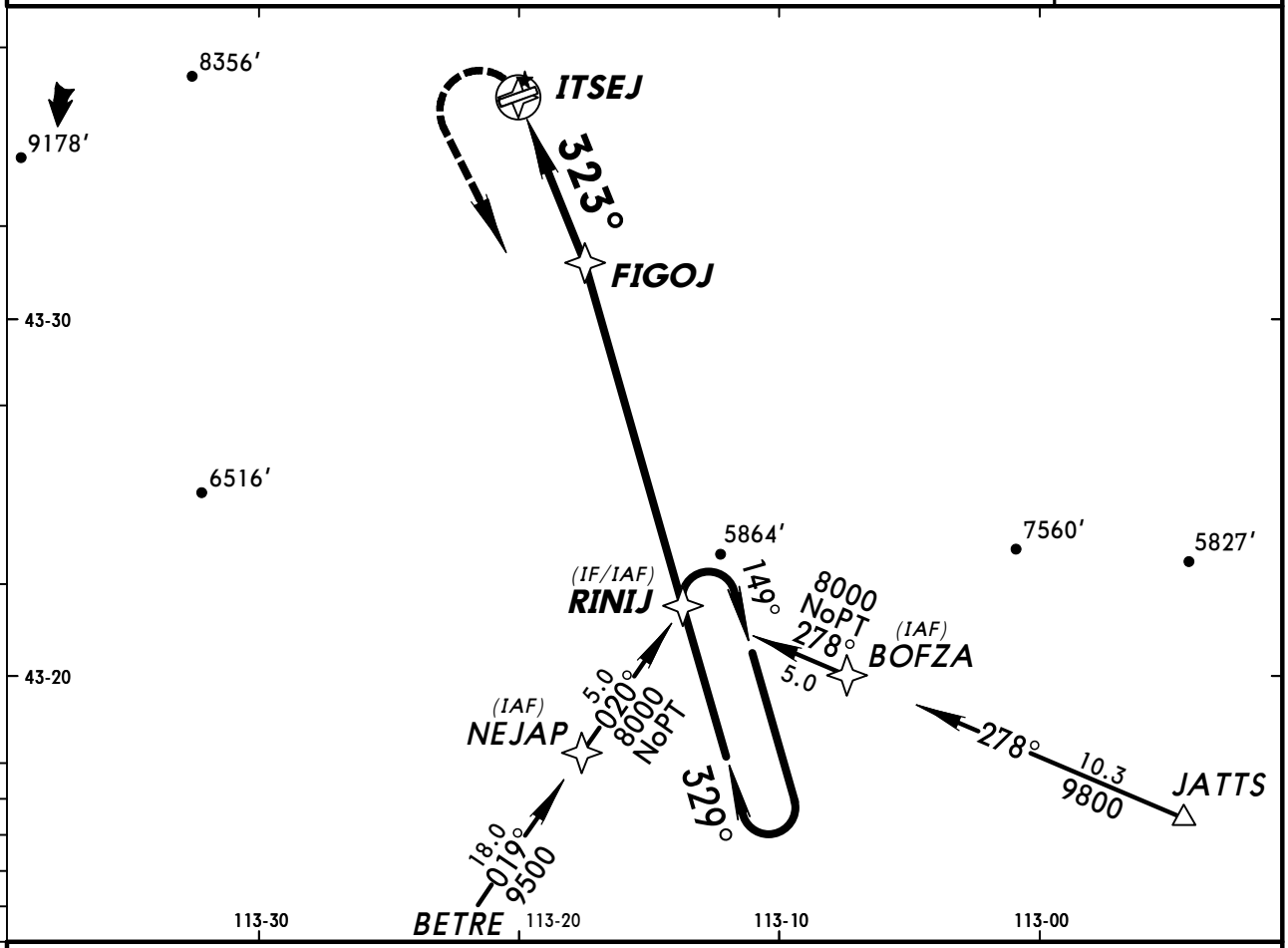
RNAV	Final Apch Crs	Minimum Alt FIGOJ	MDA(H) Refer to Minimums	Apt Elev 5332′
	323°	7400′ (2068′)		

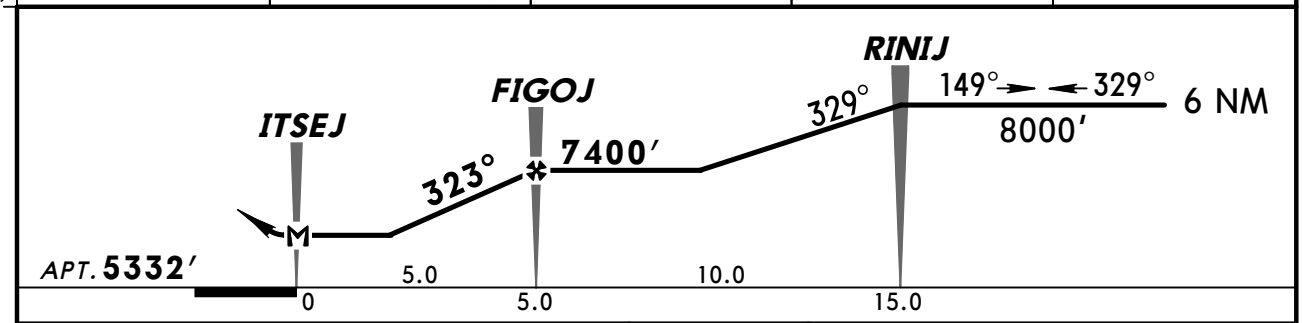
MISSED APCH: Climbing LEFT turn to 8000′ direct RINIJ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. Use local altimeter setting; if not received, use Pocatello Regl altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 122.8.

13,200′
MSA ITSEJ





MAP at ITSEJ								Lighting - Refer to Airport Chart	8000′ LT	RINIJ

CIRCLE-TO-LAND

	Max Kts.	With Local Altimeter Setting MDA(H)	With Pocatello Regl Altimeter Setting MDA(H)
A	90	5920′ (588′) - 1	6520′ (1188′) - 1
B	120		
C	140	5920′ (588′) - 1½	6520′ (1188′) - 1½
D	165	5920′ (588′) - 2	6520′ (1188′) - 2

BRIEFING STRIP™ TERPS AMEND 0A

CHANGES: None.

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General Information

Location: Boise ID USA
IATA Code: BOI
Lat/Long: N43° 33.9' W116° 13.4'
Elevation: 2871 ft

Airport Use: Public
Magnetic Variation: 14.1°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1425 Z
Sunset: 0130 Z,

Runway Information

Runway: 10L
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2844 ft
Lighting: Edge, REIL

Runway: 10R
Length x Width: 9763 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2836 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28L
Length x Width: 9763 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2858 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28R
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2871 ft
Lighting: Edge

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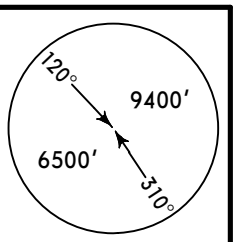
Communication Information

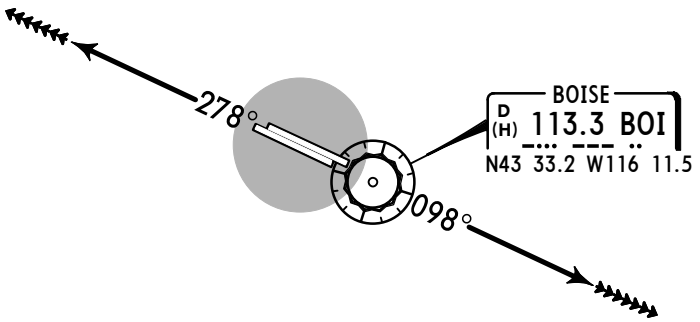
ATIS 123.9
Boise Tower 119.0 Secondary
Boise Tower 118.1
Boise Ground Control 121.7
Boise Clearance Delivery 125.9 Pre-Departure Clearance
Boise Approach Control 126.9
Boise Approach Control 119.6 Initial Contact
Bosie App ARSA 119.6 (136°-225°)
Bosie App ARSA 126.9 (316°-45°)
Boise Departure Control 126.9
Boise Departure Control 119.6
Boise AIR Terminal/Gowen Unicom 122.95
AIR Guard Operations 675.1 Military
Boise Flight Service Station 122.6 RCO
Boise Flight Service Station 122.2 RCO

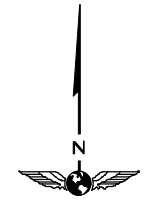
BOISE Departure (R) 279°- 097°	098° - 278°	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.9	119.6	2871′	**RADAR required.**



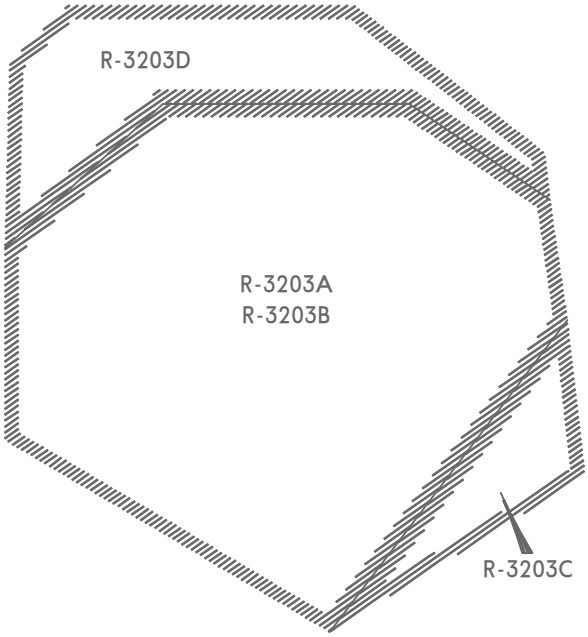
MSA BOI VOR

BOISE TWO DEPARTURE
(BOI2.BOI)





NOT TO SCALE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not in contact with Boise Departure Control at **10000′** or assigned altitude if lower, continue climb to assigned altitude and then on assigned route.

LOST COMMS ◀ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **5700′**. ATC climb of 420′ per NM to **7000′**.
Rwys 28L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
420′ per NM	525	700	1050	1400	1750	2100

OBSTACLES
Rwy 10L: DME antenna 5′ from DER, 415′ RIGHT of centerline, 21′ AGL/2881′ MSL.
Light on building 271′ from DER, 567′ LEFT of centerline, 29′ AGL/2889′ MSL.
Equipment on road 462′ from DER, 444′ LEFT of centerline, 17′ AGL/2887′ MSL.
Rwy 28L: Tree 2048′ from DER, 510′ LEFT of centerline, 100′ AGL/2909′ MSL.
Rwy 28R: Anemometer 452′ from DER, 306′ LEFT of centerline, 11′ AGL/2842′ MSL.

RWY	INITIAL CLIMB
10L/R	Climb to **12000′** or lower assigned altitude on BOI R-098.
28L/R	Climb to **12000′** or lower assigned altitude on BOI R-278.

ROUTING

EXPECT RADAR vectors to assigned route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, MSA.

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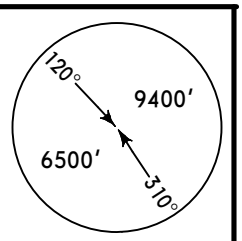
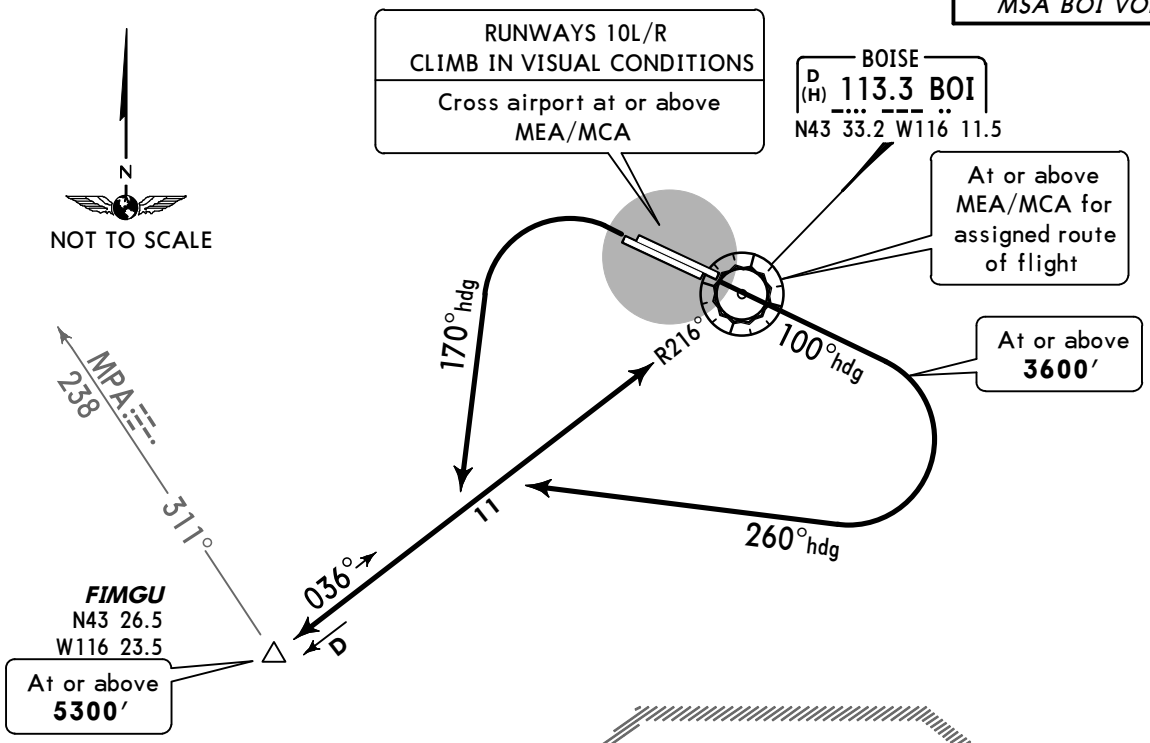
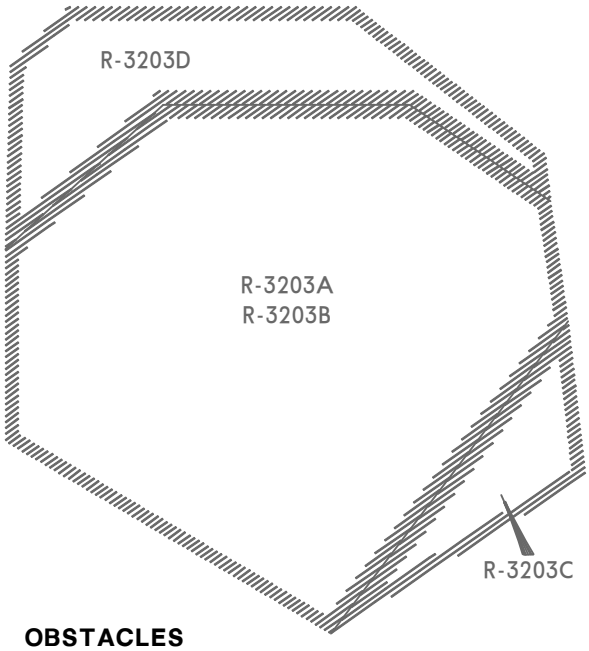
BOISE Departure (R) 279°- 097°	098°- 278°	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.9	119.6	2871′	**ADF or DME required.**



OBSTACLE

GOWEN ONE DEPARTURE (GOWEN1.GOWEN)





This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 10L: Standard (or lower than standard, if authorized) with minimum climb of 208′ per NM to **4300′** or 5500-3 for climb in visual conditions.
Rwy 10R: Standard (or lower than standard, if authorized) with minimum climb of 205′ per NM to **4300′** or 5500-3 for climb in visual conditions.
Rwys 28L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
205′ per NM	256	342	513	683	854	1025
208′ per NM	260	347	520	693	867	1040

OBSTACLES
Rwy 10L: DME antenna 5′ from DER, 415′ RIGHT of centerline, 21′ AGL/2881′ MSL.
Light on building 271′ from DER, 567′ LEFT of centerline, 29′ AGL/2889′ MSL.
Equipment on road 462′ from DER, 444′ LEFT of centerline, 17′ AGL/2887′ MSL.
Rwy 28R: Anemometer 452′ from DER, 306′ LEFT of centerline, 11′ AGL/2842′ MSL.

RWY	INITIAL CLIMB
10L/R	Climb heading 100° to **3600′** then climbing RIGHT turn heading 260° to intercept and climb via BOI R-216 outbound to cross FIMGU at or above **5300′** then via BOI R-216 to cross BOI at or above MEA/MCA for assigned route of flight. OR; Climb in visual conditions to cross Boise Air Terminal/Gowen airport at or above MEA/MCA before proceeding on assigned route of flight.
28L/R	Climbing LEFT turn heading 170° to intercept and climb via BOI R-216 outbound to cross FIMGU at or above **5300′** then via BOI R-216 to cross BOI at or above MEA/MCA for assigned route of flight.

CHANGES: MSA.

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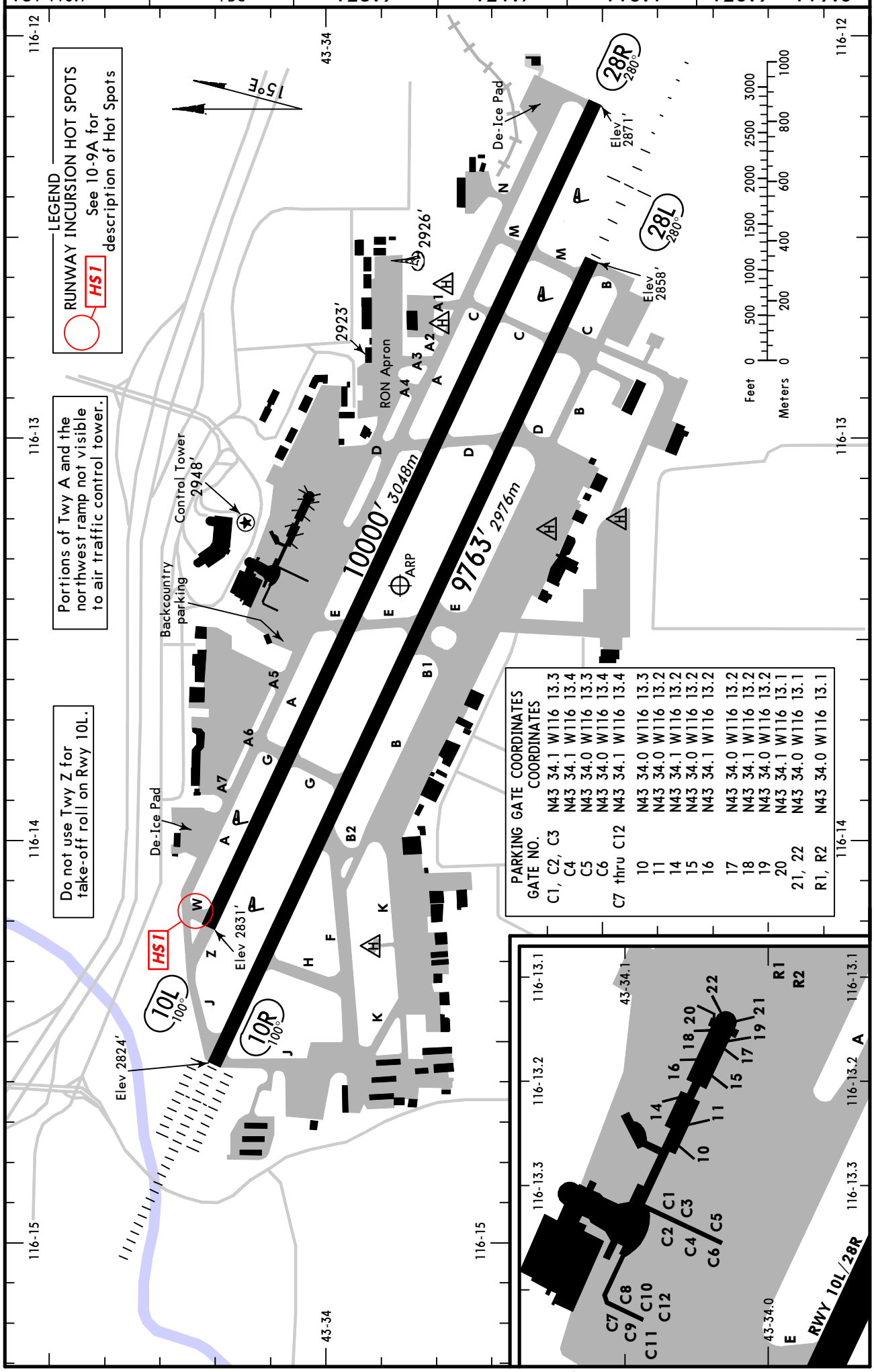
D-ATIS 123.9	ACARS: D-ATIS PDC	BOISE Clearance	Ground	Tower	BOISE Departure (R) North	South
VOT 116.7		125.9	121.7	118.1	126.9	119.6



CHANGES: Twy W at hot spot 1.

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GENERAL

Extensive helicopter operations to 3500′ within 1 NM east & west and 5 NM south of Rwy 10L/28R.
Moderate migratory bird activity within 5 NM of the airport October through March.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10R	HIRL CL ALSF-II TDZ VASI-L	porous friction	RVR			8784′ *2677m*		150′ *46m*
28L	HIRL CL MALSR TDZ VASI-L	course overlay	RVR					
10L	HIRL REIL VASI-L	grooved						150′ *46m*
28R	HIRL VASI-L	grooved	RVR			8842′ *2695m*		

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Pilots departing Rwy 10L often miss the left turn on Twy W and continue taxi on Twy J.
Do not mistake Rwy 10L APCH Sign for Rwy 10L entrance.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 10R, 28L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 10L, 28R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Use Gowen departure.

FOR FILING AS ALTERNATE

	ILS Rwy 10R	LOC Rwy 10R LOC (BC) Rwy 28L VOR DME Rwy 10L VOR DME Rwy 10R	VOR DME Rwy 28L RNAV (RNP) Z Rwy 10L RNAV (RNP) Z Rwy 10R RNAV (RNP) Z Rwy 28L RNAV (RNP) Z Rwy 28R	RNAV (GPS) Y Rwy 10L RNAV (GPS) Y Rwy 10R RNAV (GPS) Y Rwy 28L RNAV (GPS) Y Rwy 28R NDB Rwy 10R
A	600-2	800-2		
B				
C				
D				

AMEND 6

CHANGES: Hot spot now at Twy W.

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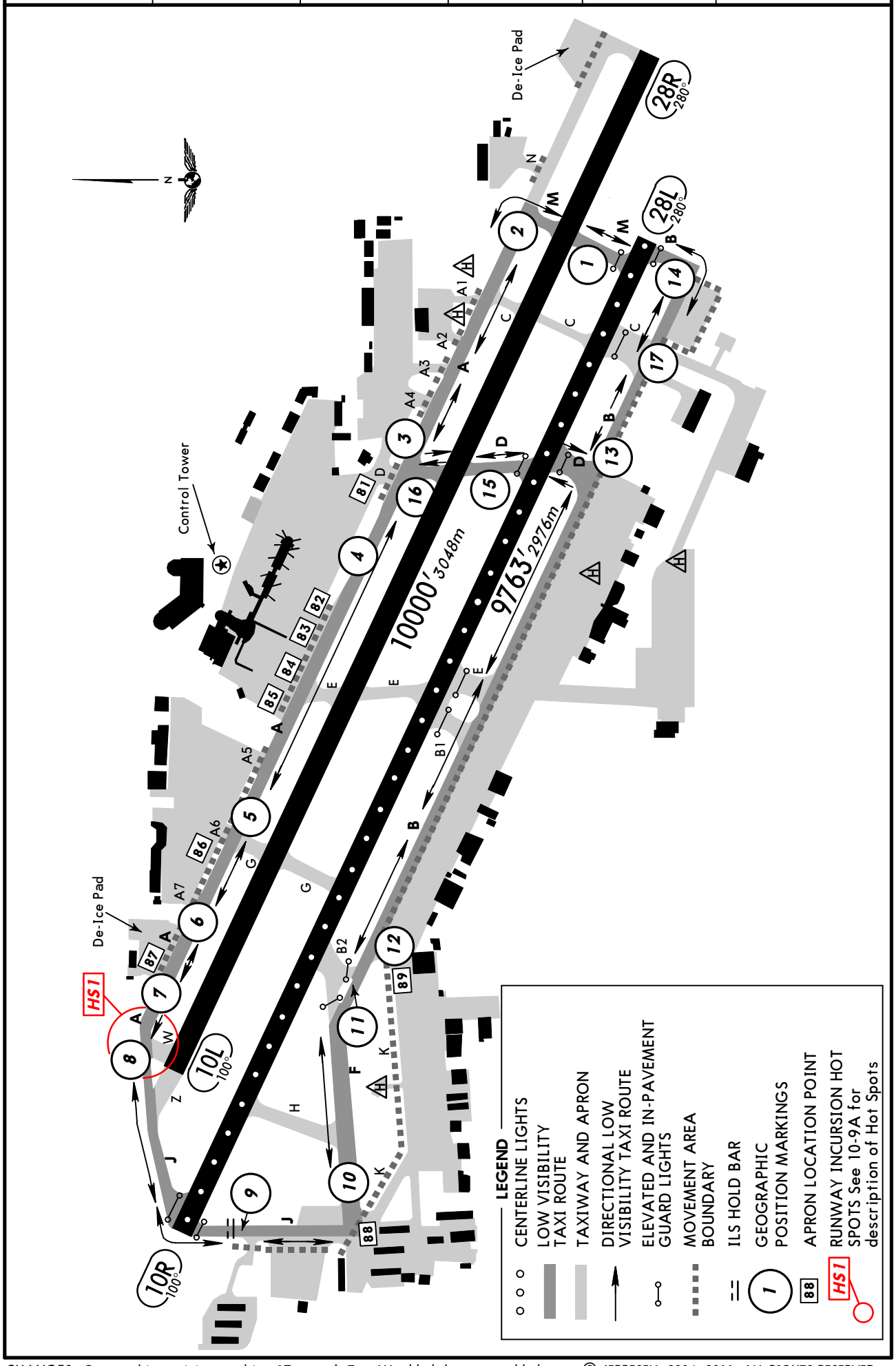
LESS THAN RVR 1200 TO 600

LOW VISIBILITY TAXI ROUTES

D-ATIS 123.9 VOT 116.7	ACARS: D-ATIS PDC	BOISE Clearance	Ground	Tower	BOISE Departure (R) North	South
		125.9	121.7	118.1	126.9	119.6



CHANGES: Geographic position marking 17 moved, Twy W added, hot spot added.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

7 JAN 11
Eff 13 Jan

JEPPESEN

(11-1)

BOISE, IDAHO
ILS or LOC Rwy 10R

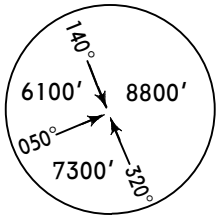
D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

LOC IBOI	Final Apch Crs	GS USTIK	ILS DA(H)	Apt Elev 2871'
111.1	100°	4028' (1192')	3036' (200')	TDZE 10R 2836'

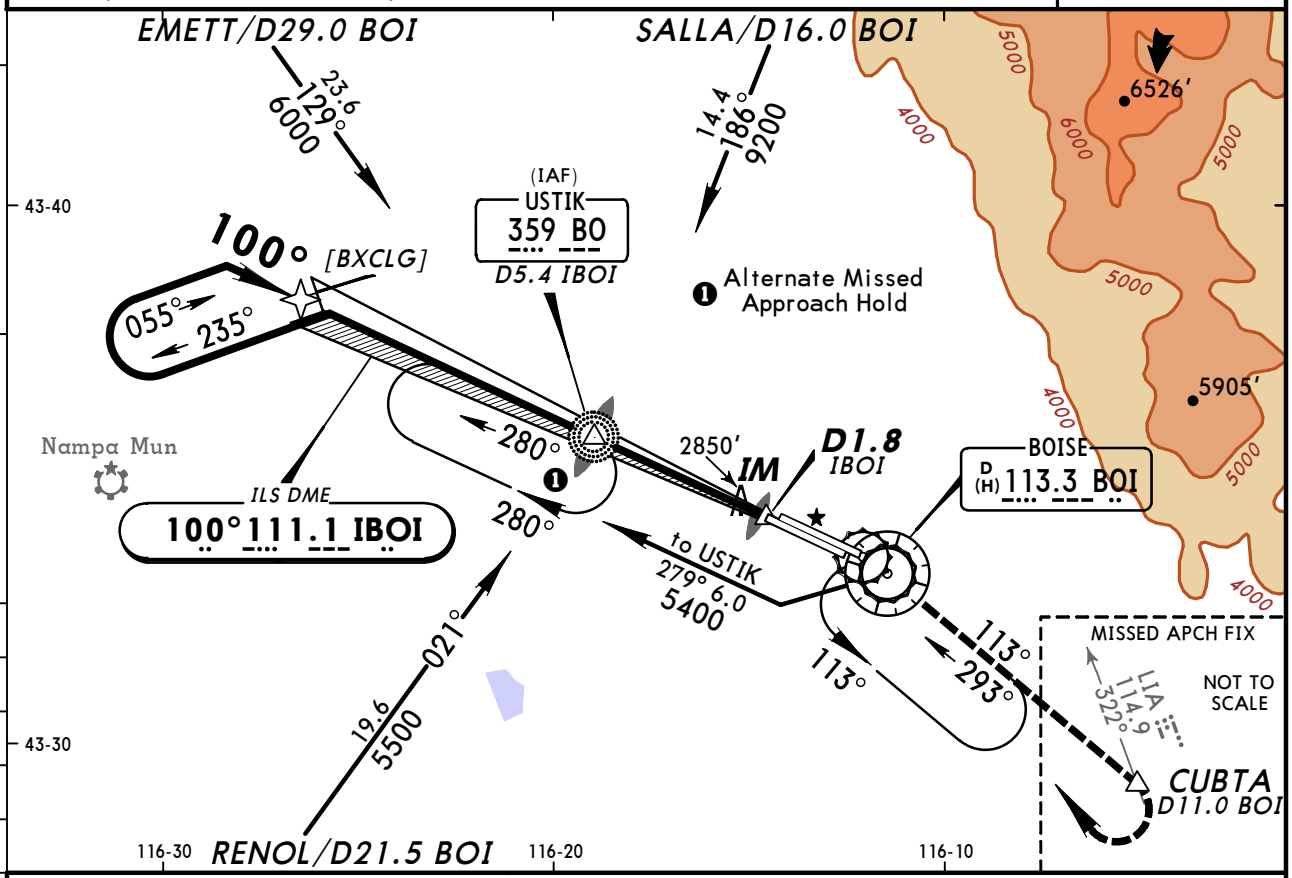
MISSED APCH: Climb to 6000' outbound via BOI VOR R-113 to CUBTA INT/D11.0 BOI and RIGHT turn direct BOI VOR and hold; or as directed by ATC.

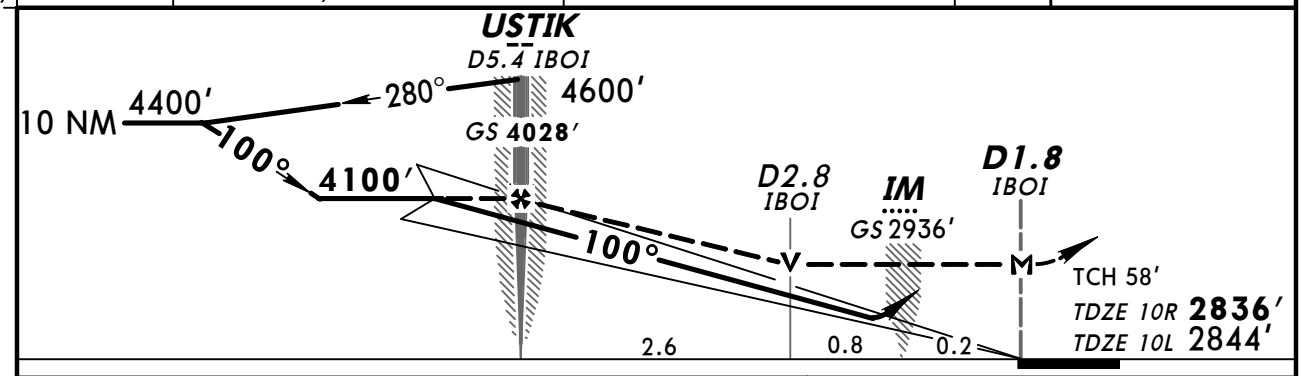
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF or DME required. 2. Use IBOI DME when on LOC course. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized for sidestep. 5. REIL, VASI-L on Rwy 10L.



MSA BO NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IBOI or USTIK to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

ALSF-II
VASI

6000'

BOI via 113.3 R-113

CUBTA

	STRAIGHT-IN LANDING RWY 10R ILS DA(H) 3036' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 3200' (364')	ALS out	SIDESTEP LANDING RWY 10L MDA(H) 3220' (376')	CIRCLE-TO-LAND Not Authorized North of Rwy 10L-28R Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	1	90	3440' (569')-1
B							120	
C						1 1/2	140	3440' (569')-1 1/2
D				RVR 40 or 3/4	RVR 60 or 1 1/4	2	165	3440' (569')-2

TERPS AMEND 11A 13 JAN 2011

CHANGES: Alternate missed approach hold, intersection.

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KBOI/BOI 7 JAN 11 Eff 13 Jan

BOISE AIR TERMINAL/GOWEN

JEPPESEN

BOISE, IDAHO

(11-1A) ILS Rwy 10R CAT II & III

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

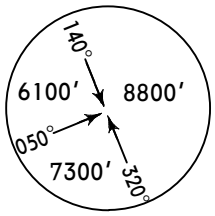
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IBOI 111.1	100°	USTIK 4028′ (1192′)	NA	Refer to Minimums		RA 102′ DA(H) 2936′ (100′)	2871′ TDZE 2836′

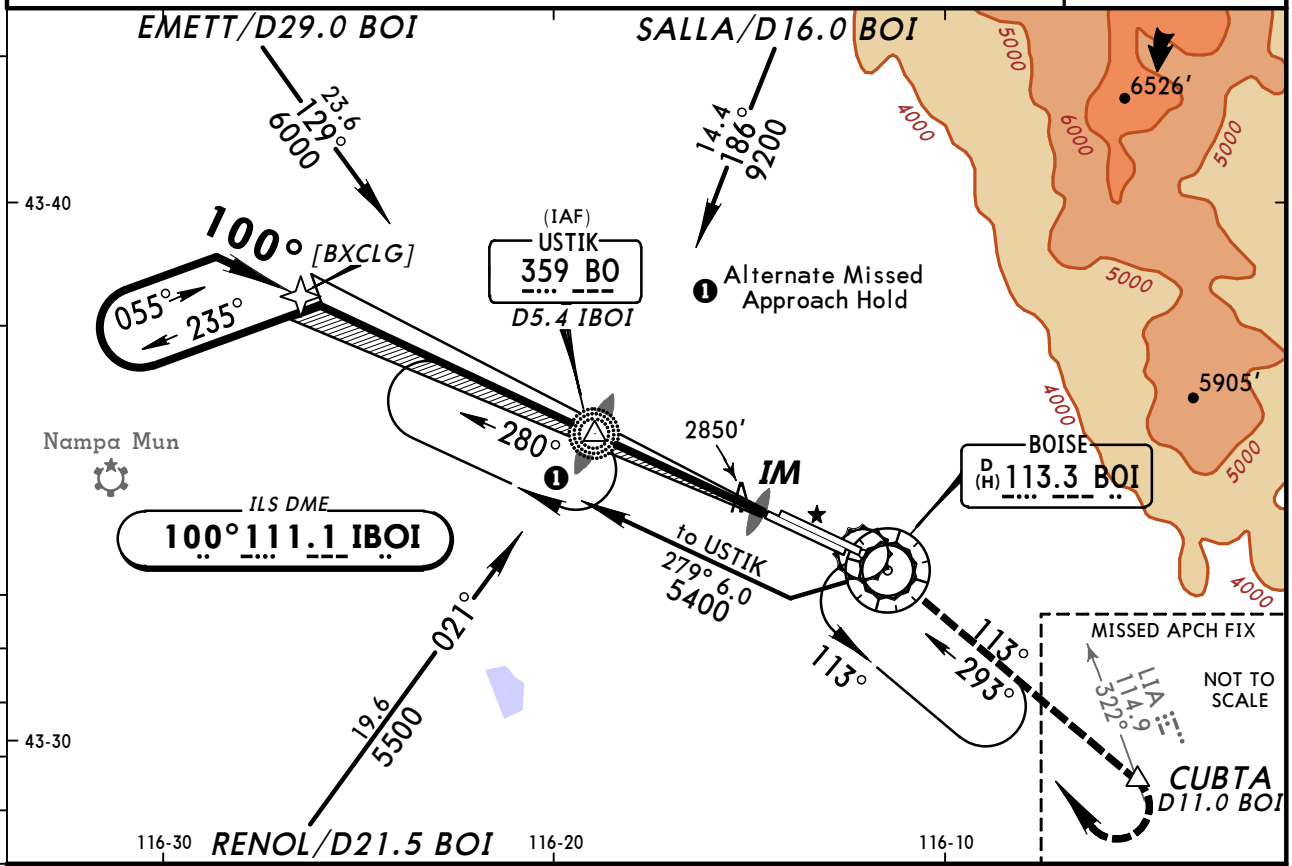
MISSED APCH: Climb to 6000′ outbound via BOI VOR R-113 to CUBTA INT/D11.0 BOI and RIGHT direct BOI VOR and hold; or as directed by ATC. CAUTION: 2895′ MSL light, 5228′ from threshold, 814′ right of centerline.

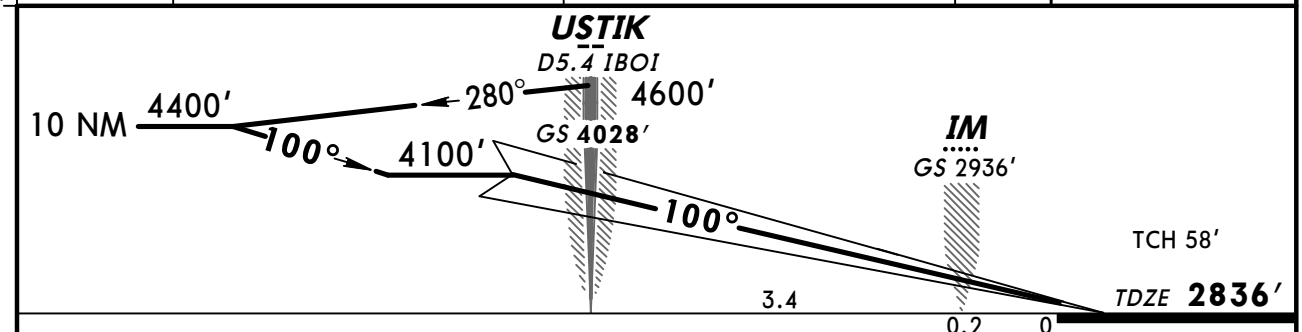
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. ADF or DME required.
3. Use IBOI DME when on LOC course. 4. VGSI and ILS glidepath not coincident.



MSA BO NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II VASI 6000′ BOI via 113.3 R-113 CUBTA

STRAIGHT-IN LANDING RWY10R

	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102′ DA(H) 2936′ (100′)
A	NA	RVR 6	RVR 7	RVR 12
B				
C				
D				

TERPS AMEND 11A 13 JAN 2011

CHANGES: Alternate missed approach hold, intersection.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN

2 APR 10 (11-2) LOC (BACK CRS) Rwy 28L

BOISE, IDAHO

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

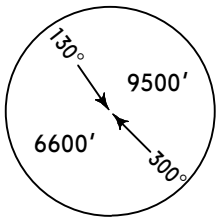
BRIEFING STRIP ™

LOC IBOI	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2871′
111.1	280° (Front Crs 100°)	WEXAK 5300′ (2442′)	3300′ (442′)	TDZE 2858′

MISSED APCH: Climb to 4500′ via BOI VOR R-278 outbound to JIMMI/D12.0 BOI/RADAR FIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IBOI DME when on LOC course. 2. Disregard glide slope indications.
3. VGSI and descent angles not coincident.



MSA BOI VOR

❶ RADAR required.
❷ DME or RADAR required.

❷ JIMMI D12.0 BOI RADAR FIX
5 NM 278°
MAX IAS 230 Kts
Nampa Mun
BOISE D (H) 113.3 BOI
❷ JUXID D0.5 IBOI RADAR FIX
❷ OYIGA D1.7 IBOI RADAR FIX
❷ WEXAK D6.2 IBOI RADAR FIX
❷ ZESNA D9.7 IBOI RADAR FIX
(IF) ❷ VEVUC D15.1 IBOI RADAR FIX
(IAF) ❶ IYECO D20.0 IBOI RADAR FIX
LOC DME (BACK CRS) 280° 111.1 IBOI (FRONT CRS 100°)
4.9 6900′
7700′ 7550′ 6526′ 6336′ 5905′ 5428′ 5360′ 3015′ 3113′ 4122′ 3709′ 4180′ 3560′ 3694′ 3819′ 4148′ 3505′
43-40 43-30 43-20
116-30 116-20 116-10 116-00 115-50

❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

IBOI DME — JUXID D0.5 IBOI — OYIGA D1.7 IBOI — WEXAK D6.2 IBOI — ZESNA D9.7 IBOI — VEVUC D15.1 IBOI

[TCH 50′]
TDZE 2858′
[3.49°]
3640′ 5300′ 6300′ 6900′ 280°
0.3 0.5 1.2 4.5 3.6 5.3

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.49°]	432	556	618	741	865	988
MAP at JUXID							

MALSR VASI 4500′ BOI via 113.3 R-278 JIMMI

STRAIGHT-IN LANDING RWY 28L MDA(H) 3300′ (442′)				CIRCLE-TO-LAND Not Authorized North of Rwy 10L-28R	
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	3440′ (569′) - 1
B				120	
C	RVR 40 or ¾	RVR 60 or 1¼		140	3440′ (569′) - 1½
D	RVR 50 or 1	1½		165	3440′ (569′) - 2

TERPS AMEND 1A 8 APR 2010

CHANGES: Circling minimums.

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D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

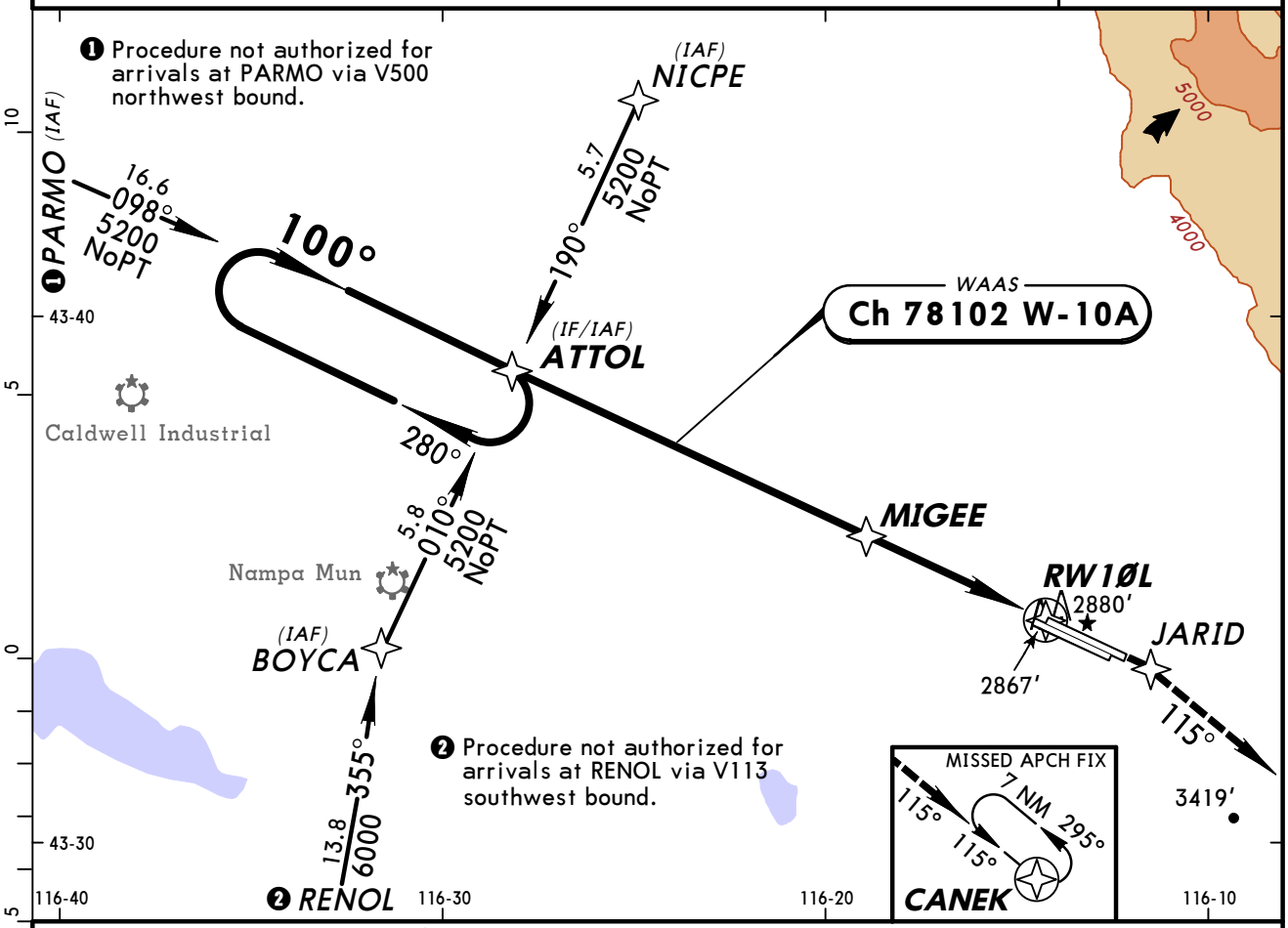
BRIEFING STRIP™

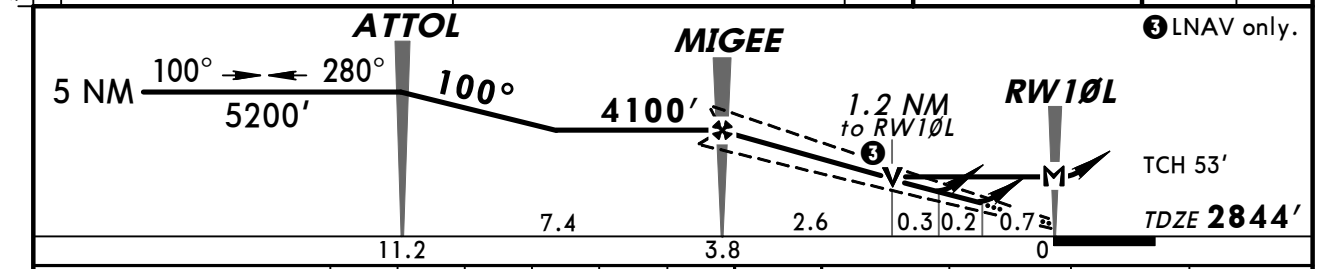
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2871′
Ch 78102 W-10A	100°	MIGEE 4100′ (1256′)	3094′ (250′)	TDZE 2844′

MISSED APCH: Climb to 7200′ direct JARID and via 115° track to CANEK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 42°C (108°F). 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

9400′
MSA RW1ØL





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1ØL							

REIL
VASI-L
7200′
JARID

TERPS AMEND 2A

STRAIGHT-IN LANDING RWY 10L

	LPV DA(H) 3094′(250′)	LNAV/VNAV DA(H) 3173′(329′)	LNAV MDA(H) 3280′(436′)
A	1	1¼	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Not authorized North of Rwys 10L & 28R

Max Kts	MDA(H)
90	3440′(569′)-1
120	
140	3440′(569′)-1½
165	3440′(569′)-2

CHANGES: None.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN 15 OCT 10 (12-2)

BOISE, IDAHO
RNAV (GPS) Y Rwy 10R

BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2871′
Ch 40203 W-10B	100°	SITSE 4100′ (1264′)	3086′ (250′)	TDZE 2836′

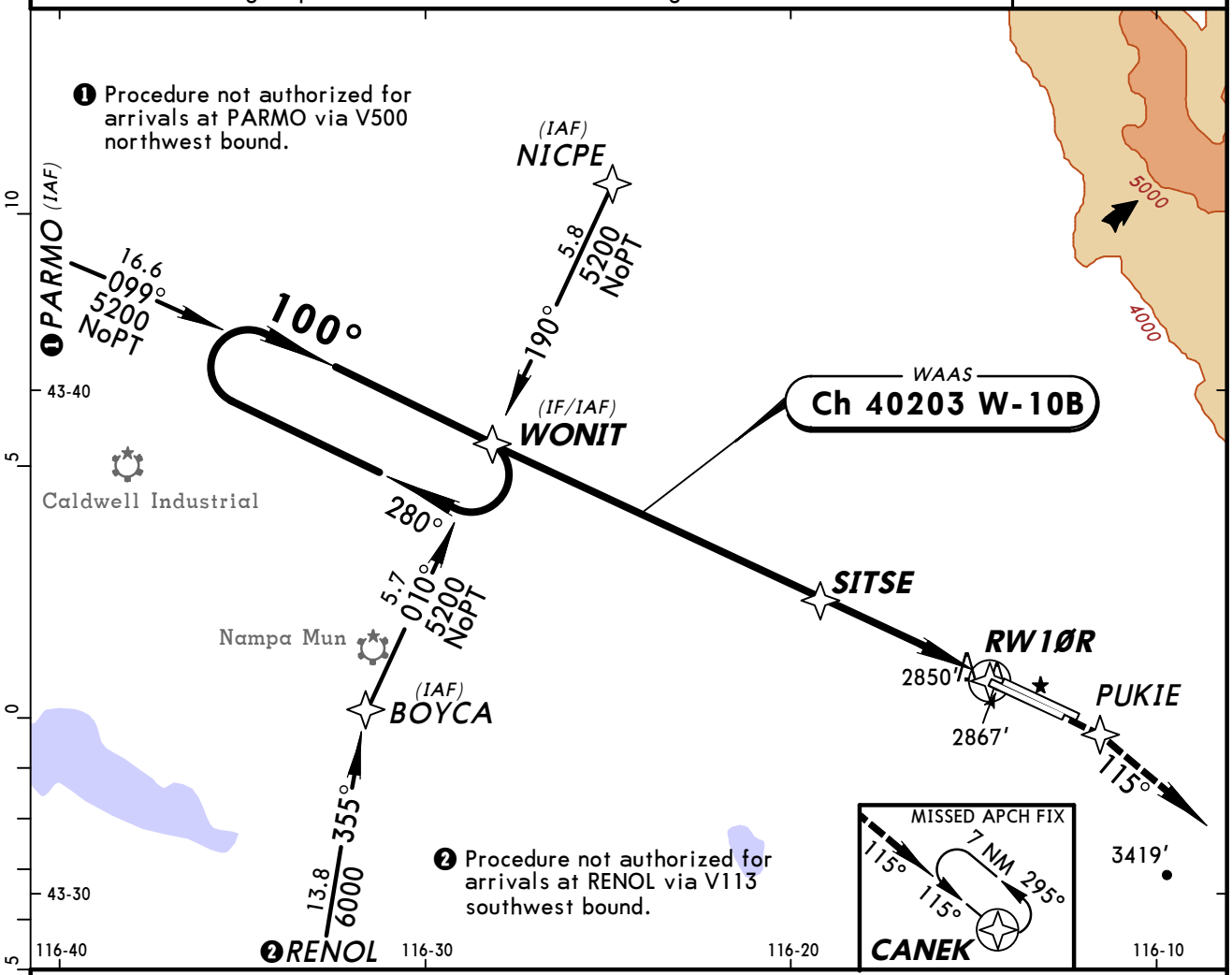
MISSED APCH: Climb to 7200′ direct PUKIE and via 115° track to CANEK and hold.

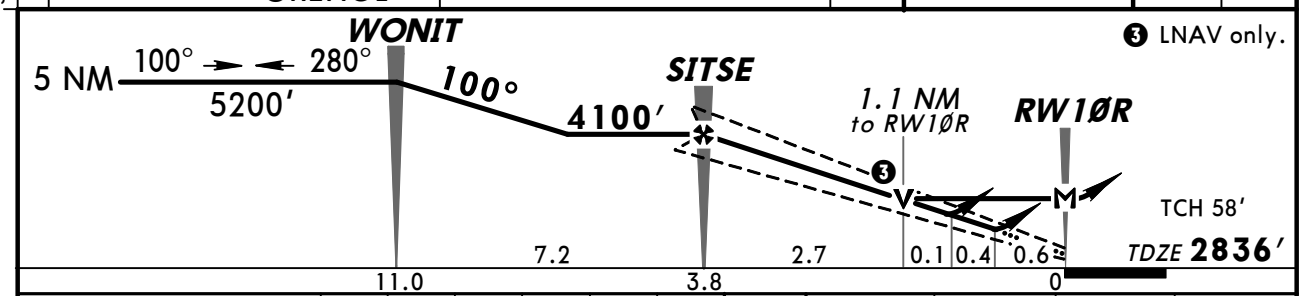
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident. 4. Max holding IAS: 230 Kts.

9400′

MSA RW1ØR





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1ØR							

ALSF-II VASI 7200′ PUKIE

STRAIGHT-IN LANDING RWY 10R

	LPV DA(H) 3086′ (250′)		LNAV/VNAV DA(H) 3189′ (353′)		LNAV MDA(H) 3240′ (404′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 1/4	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 50 or 1	

CIRCLE-TO-LAND
Not Authorized North of Rwys 10L & 28R

Max Kts	MDA(H)
90	3440′ (569′)-1
120	
140	3440′ (569′)-1 1/2
165	3440′ (569′)-2

AMEND 1A TERPS

CHANGES: Lighting.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN 21 AUG 09 Eff 27 Aug (12-3)

BOISE, IDAHO
RNAV (GPS) Y Rwy 28L

BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2871′
Ch 77702 W-28A	280°	AYDOK 5500′ (2642′)	3183′ (325′)	TDZE 2858′

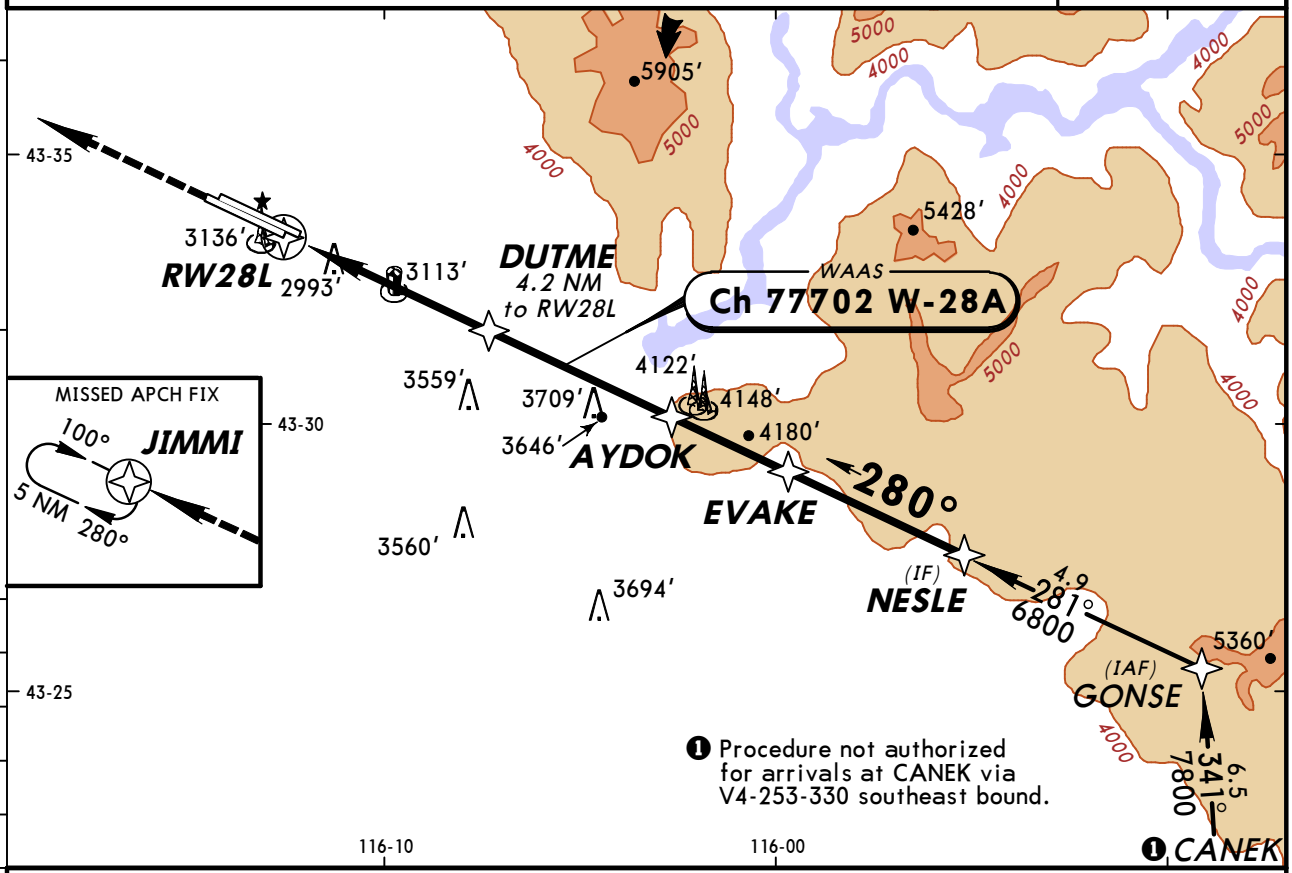
MISSED APCH: Climb to 6000′ direct JIMMI and hold, continue climb-in-hold to 6000′.

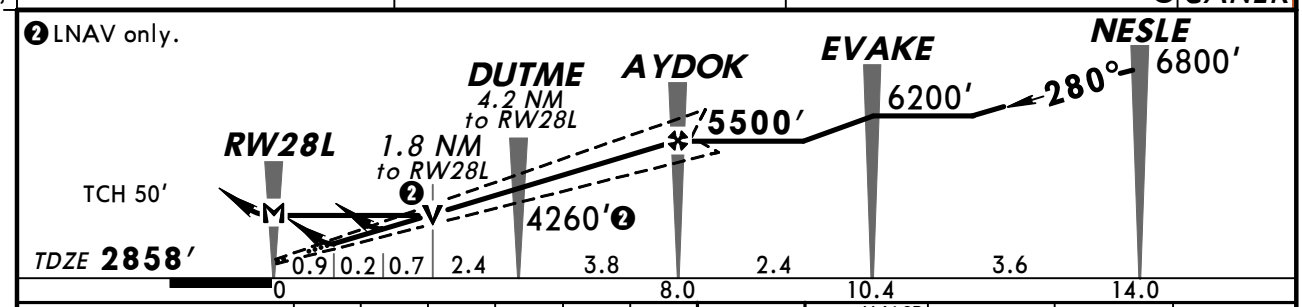
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.
3. Max holding IAS: 230 Kts.

9400′

MSA RW28L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28L						

MALSR VASI 6000′ JIMMI

STRAIGHT-IN LANDING RWY 28L

	LPV DA(H) 3183′(325′)		LNAV/VNAV DA(H) 3274′(416′)		LNAV MDA(H) 3480′(622′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 60 or 1¼	1¾	
D					1½	2	

CIRCLE-TO-LAND

Not Authorized
North of Rwys 10L & 28R

Max Kts	MDA(H)
90	3480′(609′)-1
120	
140	3480′(609′)-1¾
165	3480′(609′)-2

AMEND 4 TERPS

CHANGES: Procedure name, profile, minimums, note.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN

21 AUG 09
Eff 27 Aug

(12-4)

BOISE, IDAHO
RNAV (GPS) Y Rwy 28R

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

BRIEFING STRIP™

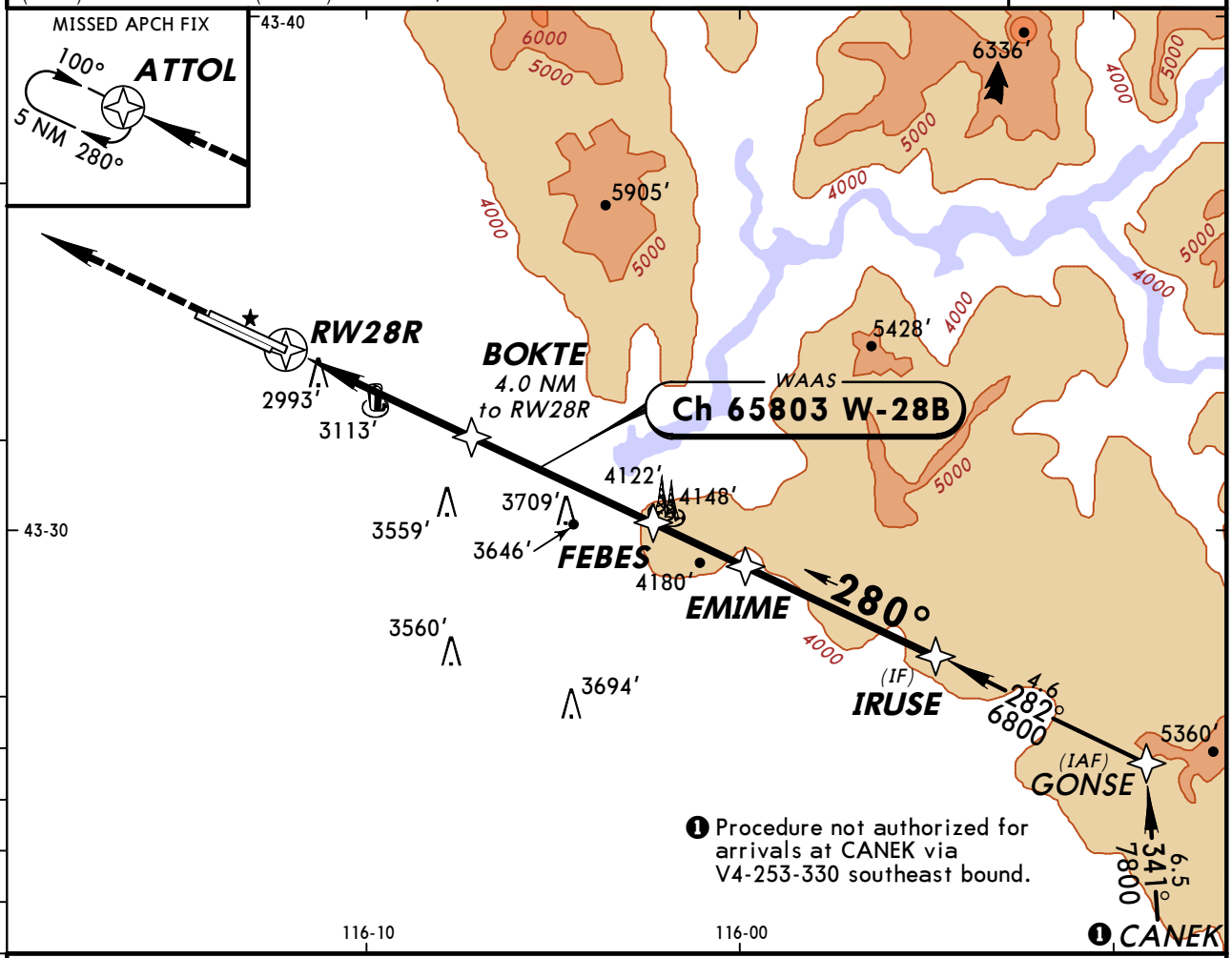
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2871′
Ch 65803 W-28B	280°	FEBES 5500′ (2629′)	3147′ (276′)	TDZE 2871′

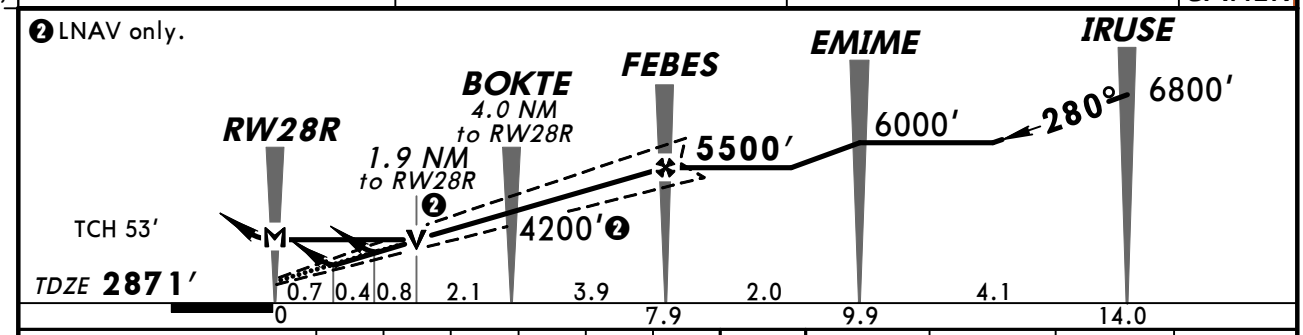
MISSED APCH: Climb to 6000′ direct ATTOL and hold, continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.

9400′
MSA RW28R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW28R							

VASI-L 6000′ ATTOL

STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND Not Authorized North of Rwys 10L & 28R	
	LPV DA(H) 3147′ (276′)	LNAV/VNAV DA(H) 3271′ (400′)	LNAV MDA(H) 3520′ (649′)	Max Kts	MDA(H)
A	RVR 50 or 1	1½	RVR 50 or 1	90	3520′ (649′)-1
B				120	
C			1¾	140	3520′ (649′)-1¾
D			2	165	3520′ (649′)-2

AMEND 3
TERPS

CHANGES: Procedure ident, profile, minimums.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN 11 NOV 11 (12-20)

BOISE, IDAHO
RNAV (RNP) Z Rwy 10L

BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt FATIB	RNP 0.18 DA(H)	Apt Elev 2871′ TDZE 2844′
	100°	3800′ (956′)	3145′ (301′)	

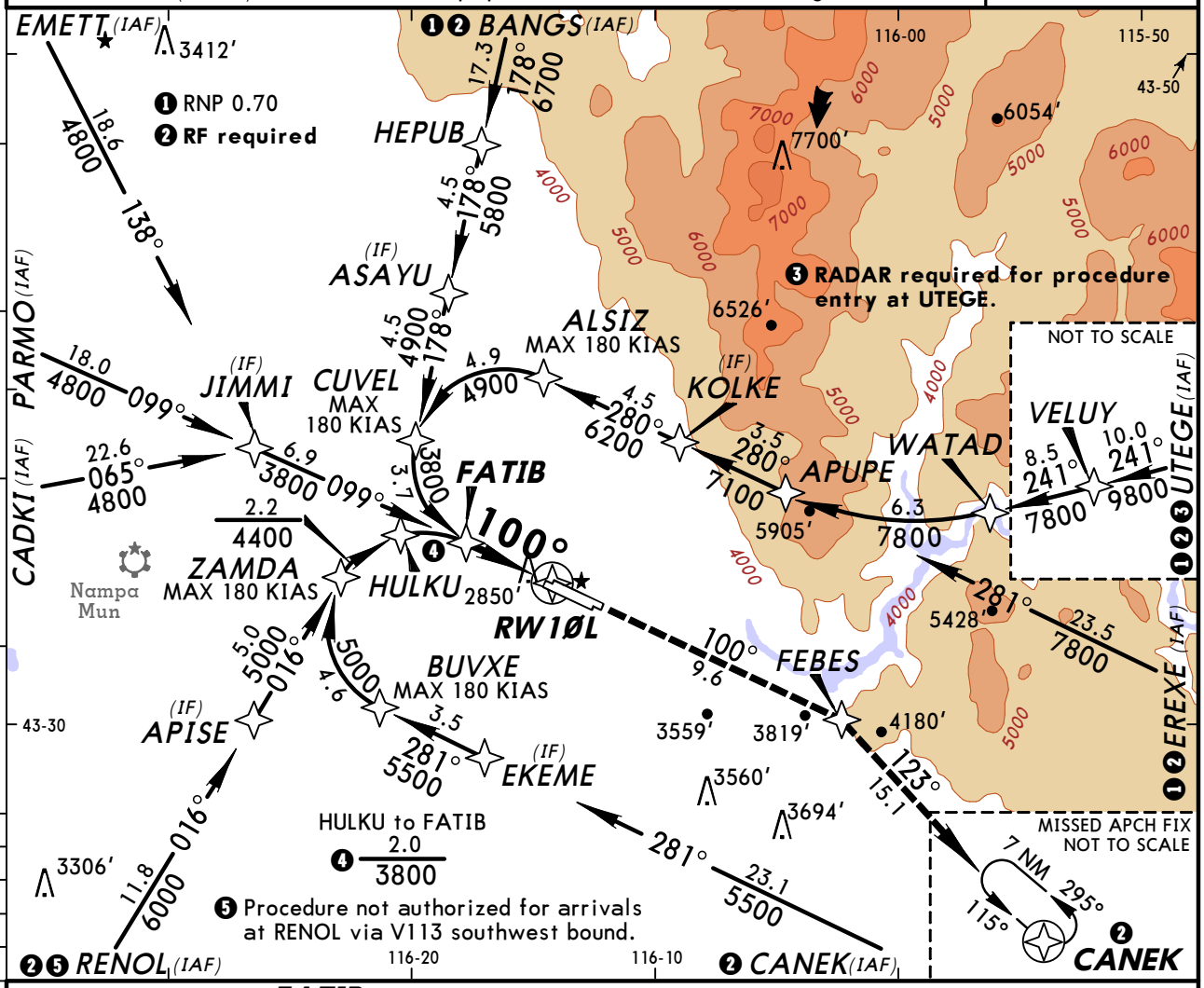
MISSED APCH: Climb to 7200′ via track 100° to FEBES and via track 123° to CANEK and hold.

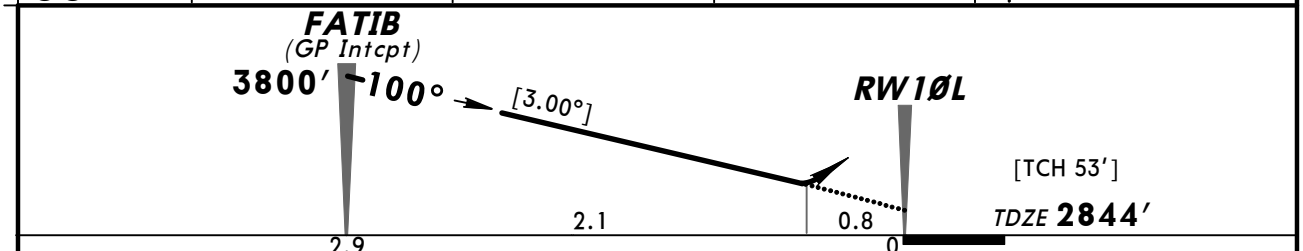
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 41°C (107°F). 4. When VGSI inop, procedure not authorized at night.

9400′

MSA RW1ØL





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.00°]	372	478	531	637	743	849
MAP at DA							

REIL
VASI-L

7200′ via 100° FEBES

STRAIGHT-IN LANDING RWY 10L

RNP 0.18	RNP 0.30
DA(H) 3145′(301′)	DA(H) 3175′(331′)
1	1¼

TERPS AMEND 0B 17 NOV 2011

A
B
C
D

CHANGES: Notes.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN 11 NOV 11 (12-21)

BOISE, IDAHO
RNAV (RNP) Z Rwy 10R

BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt ISEBE	RNP 0.15 DA(H)	Apt Elev 2871′ TDZE 2836′
	100°	3800′ (964′)	3115′ (279′)	

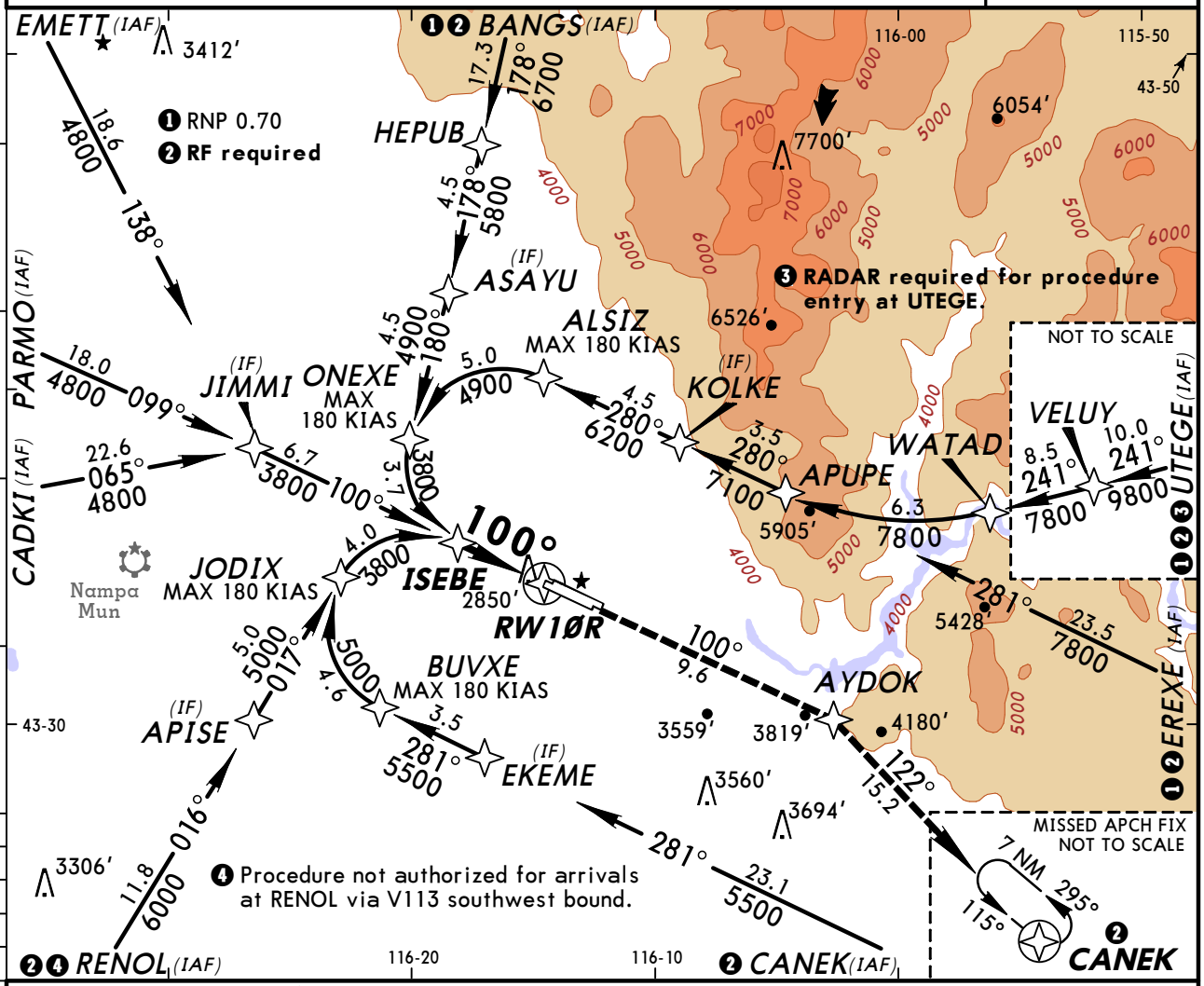
MISSED APCH: Climb to 7200′ via track 100° to AYDOK and via track 122° to CANEK and hold.

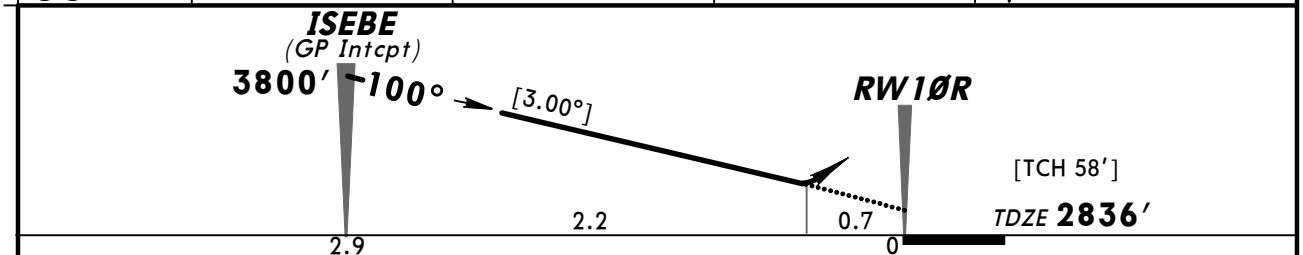
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 42°C (107°F). 4. VGSI and RNAV glidepath not coincident.

9400′

MSA RW1ØR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.00°]	372	478	531	637	743	849
MAP at DA							

ALSF-II VASI 7200′ via 100° AYDOK

STRAIGHT-IN LANDING RWY 10R

	RNP 0.15 DA(H) 3115′ (279′)		RNP 0.30 DA(H) 3151′ (315′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0B 17 NOV 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 2871′
	280°	HOBSI 3900′ (1042′)	3228′ (370′)	TDZE 2858′

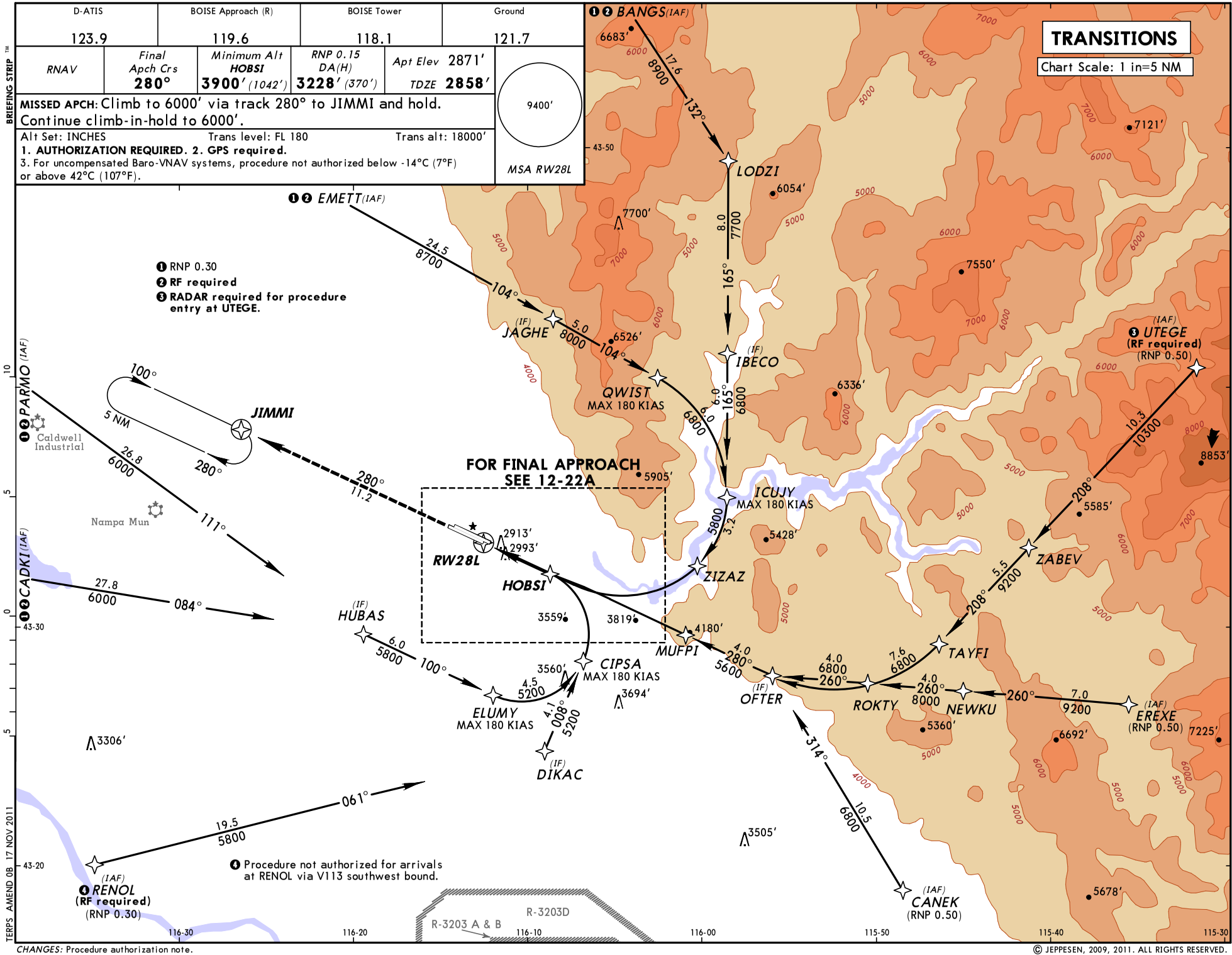
MISSED APCH: Climb to 6000′ via track 280° to JIMMI and hold. Continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 42°C (107°F).

9400′ MSA RW28L



TERPS AMEND 0B 17 NOV 2011

CHANGES: Procedure authorization note.

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D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 2871′
	280°	HOBSI 3900′ (1042′)	3228′ (370′)	TDZE 2858′

MISSED APCH: Climb to 6000′ via track 280° to JIMMI and hold. Continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 42°C (107°F).

9400′ MSA RW28L

BRIEFING STRIP™

FINAL APPROACH

Chart Scale: 1 in=1 NM

FOR APPROACH TRANSITIONS SEE 12-22

RW28L 280° 11.2 2913′ 2993′

HOBSI 280°

IDOCY 1.5 3900 276°

CEPAV 1.1 280° 3900

UNCOY 4200 0.6

ZOVAM 1.4 3900

JADWI 1.9 4300

SAKVY 280° 1.2 4300

ZIZAZ 3.1 4900

JUBEN 280° 1.5 4600

MUFPI 280° 2.0 5000 4148′

CIPSA 2.9 4300 3559′ 3819′

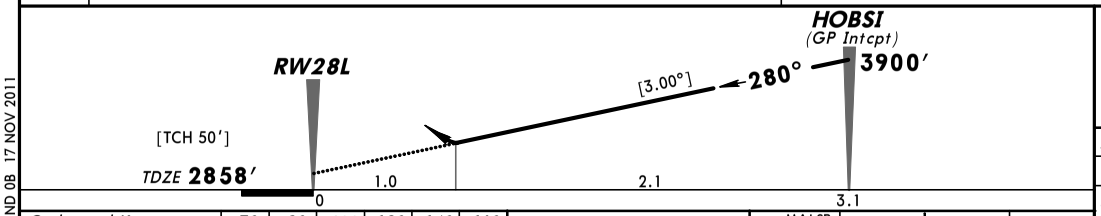
MAX 180 KIAS

4000 5000

43-35 43-30 116-15 116-10 116-05

MISSED APCH FIX

100° 5 NM 280° JIMMI 280° 11.2



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR VASI 6000′ via 280° JIMMI

STRAIGHT-IN LANDING RWY 28L

	RNP 0.15 DA(H) 3228′ (370′)		RNP 0.25 DA(H) 3250′ (392′)		RNP 0.30 DA(H) 3315′ (457′)	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼	1½
B						
C						
D						

TERPS AMEND 0B 17 NOV 2011

CHANGES: Procedure authorization note.

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JEPPESEN

BOISE, IDAHO
(12-23) RNAV (RNP) Z Rwy 28R

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 2871′
	280°	HAPNU 3900′ (1029′)	3204′ (333′)	TDZE 2871′

MISSED APCH: Climb to 6000′ via track 280° to ATTOL and hold. Continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 42°C (107°F).

MSA RW28R: 9400′

BRIEFING STRIP ™

TRANSITIONS

Chart Scale: 1 in=5 NM

❶ RNP 0.30
❷ RF required
❸ RADAR required for procedure entry at UTEGE.

❹ Procedure not authorized for arrivals at RENOL via V113 southwest bound.

FOR FINAL APPROACH SEE 12-23A

❶❷ BANGS (IAF) 6683′ — 17.6 8900 132° → LODZI 6054′ — 8.0 7700 165° → IBECO (IF)

❶❷ EMETT (IAF) — 24.5 8700 104° → JAGHE (IF) 8000 — 5.0 104° → QWIST MAX 180 KIAS 6526′ — 6.0 6800 165° → IBECO (IF)

IBECO (IF) — 6.0 6800 165° → ICUJY MAX 180 KIAS 5905′ — 3.2 5800 → ZIZAZ 5428′ — 4.0 5600 280° → OFTER (IF) 4180′

❸ UTEGE (IAF) (RF required) (RNP 0.30) 8853′ — 10.3 10300 208° → ZABEV 5585′ — 5.5 9200 208° → TAYFI 7.6 6800 — 4.0 6800 260° → ROKTY 5360′ — 4.0 260° 8000 → NEWKU 6692′ — 7.0 9200 260° → EREXE (IAF) (RNP 0.30) 7225′

❶❷ PARMO (IAF) — 26.8 6000 111° → ATTOL — 100° 5 NM 280° — 280° 12.9 → RW28R 2913′ 2993′ → HAPNU 3559′ 3819′ → ZIZAZ

❶❷ CADKI (IAF) — 27.8 6000 084° → HUBAS (IF) — 6.0 5800 100° → ELUMY MAX 180 KIAS 3560′ — 4.6 5200 → HEGUT MAX 180 KIAS 3694′ — 4.2 010° 5200 → DIKAC (IF) → MUFPI 4180′

❹ RENOL (IAF) (RF required) (RNP 0.30) — 19.5 5800 061° → 3306′

CANEK (IAF) (RNP 0.30) — 10.5 6800 314° → 3505′

Caldwell Industrial

Nampa Mun

R-3203 A & B

R-3203D

43-50 43-30 43-20

116-30 116-20 116-10 116-00 115-50 115-40 115-30

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 2871′
	280°	HAPNU 3900′ (1029′)	3204′ (333′)	TDZE 2871′

MISSED APCH: Climb to 6000′ via track 280° to ATTOL and hold. Continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

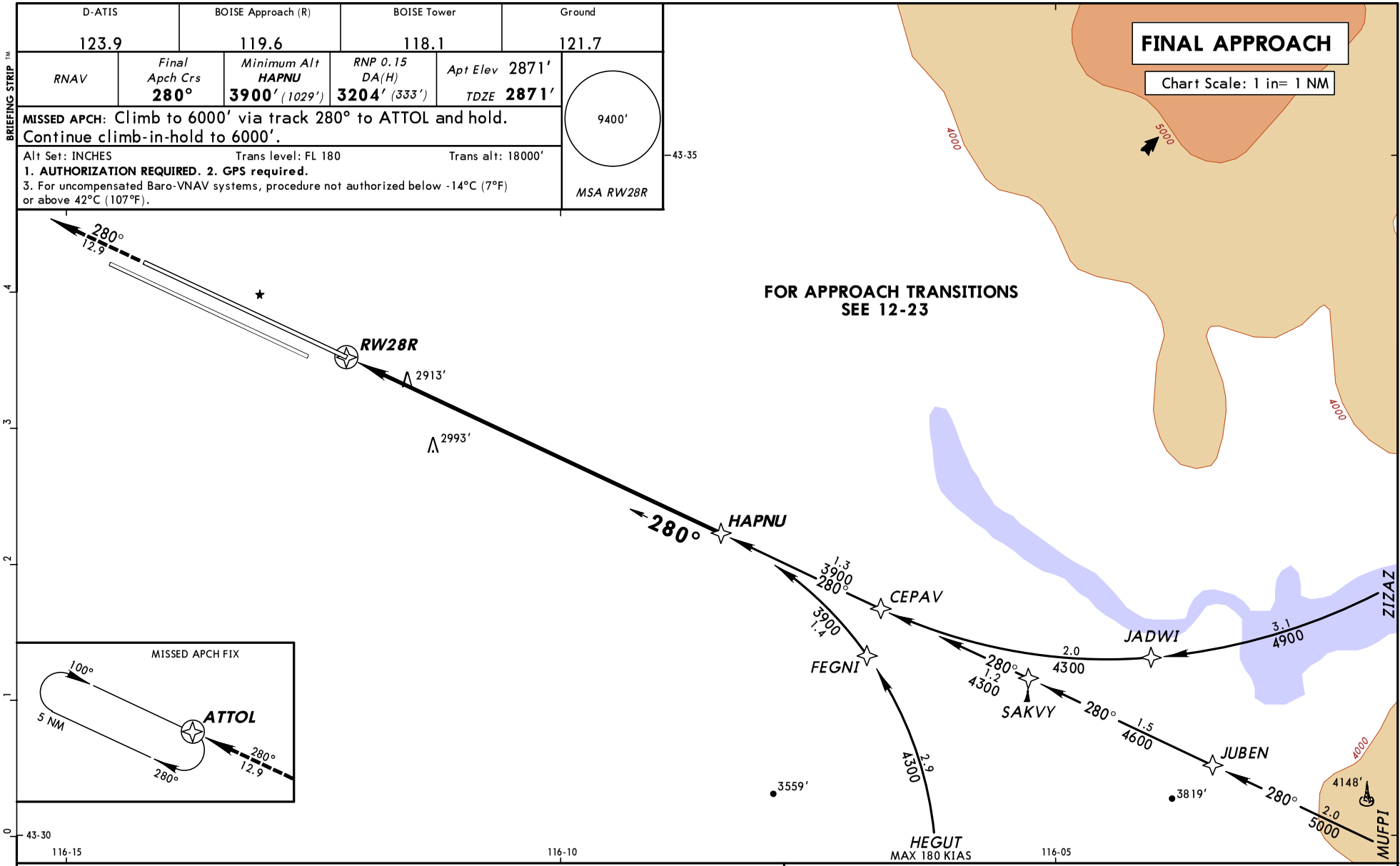
1. AUTHORIZATION REQUIRED. 2. GPS required.

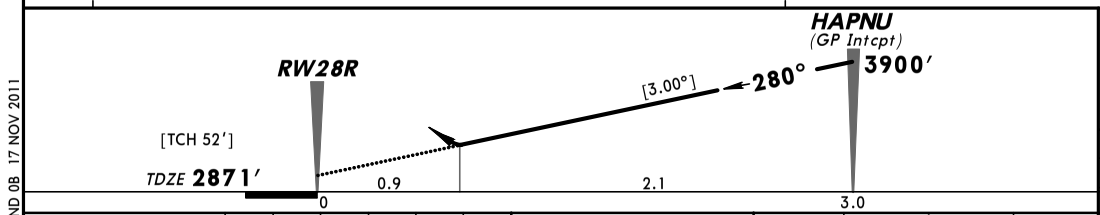
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 42°C (107°F).

9400′

MSA RW28R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

VASI-L 6000′ via 280° ATTOL

STRAIGHT-IN LANDING RWY 28R

	RNP 0.15 DA(H) 3204′ (333′)	RNP 0.30 DA(H) 3304′ (433′)
A	RVR 60 or 1¼	1½
B		
C		
D		

TERPS AMEND 0B 17 NOV 2011

CHANGES: Notes.

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KBOI/BOI
BOISE AIR TERMINAL/GOWEN

JEPPESEN 9 DEC 11 (13-1) Eff 15 Dec

BOISE, IDAHO
VOR DME Rwy 10L

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

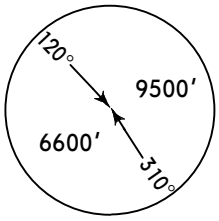
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2871′
BOI 113.3	101°	YARUL 4100′ (1269′)	3240′ (409′)	Rwy 10L 2831′

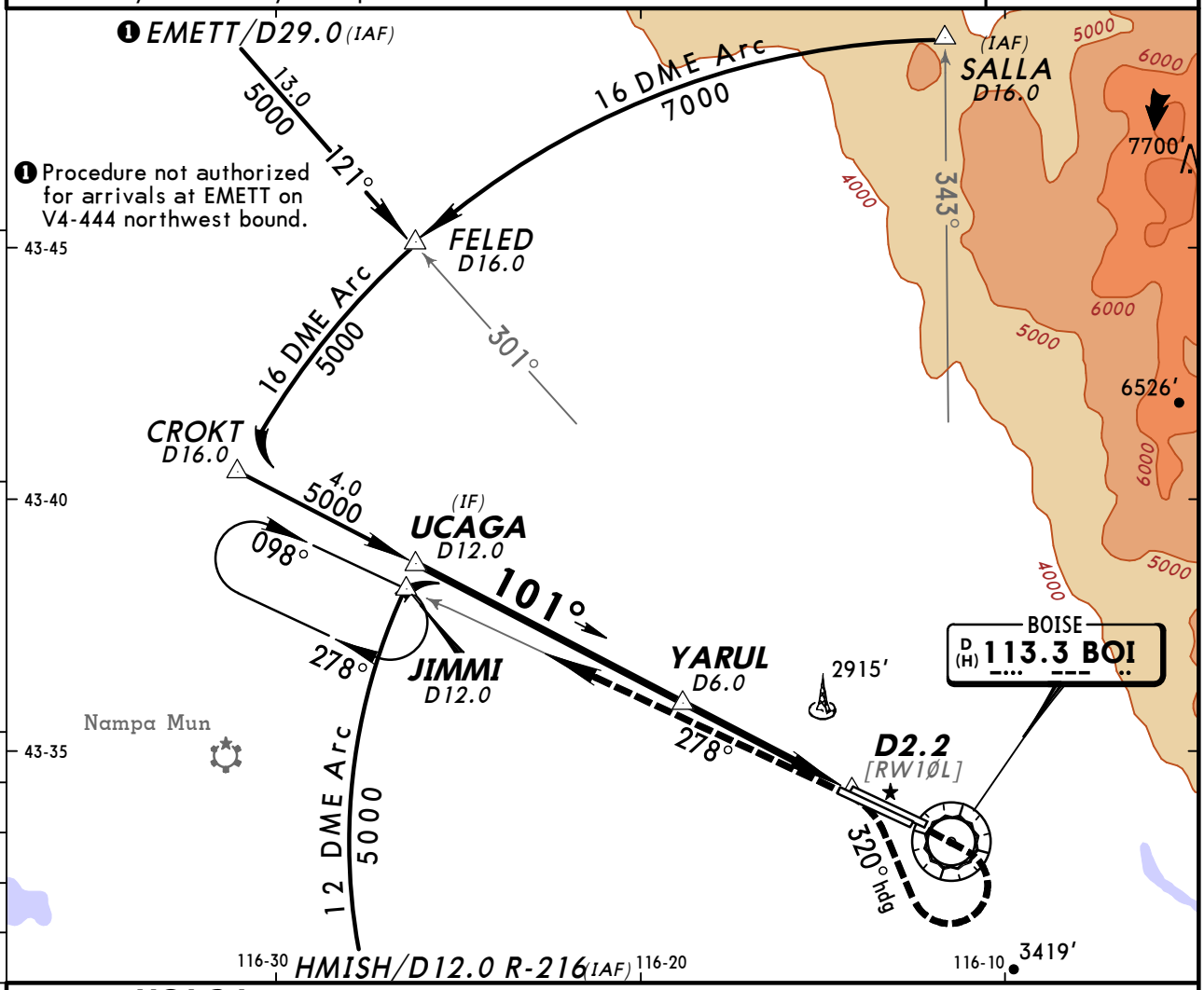
MISSED APCH: Climb to 3700′ then climbing RIGHT turn to 5000′ on heading 320° and outbound on BOI VOR R-278 to JIMMI/D12.0 and hold.

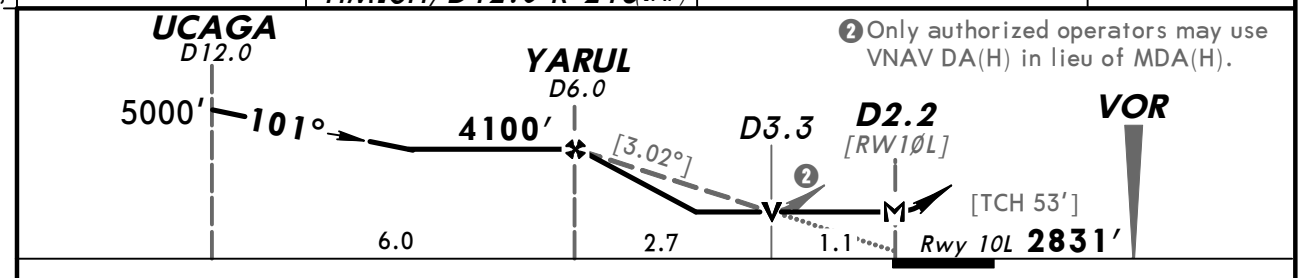
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.



MSA BOI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D2.2						

REIL
VASI-L

3700′ ↑

5000′ ↱ RT on 320° hdg and BOI 113.3 R-278

TERPS STRAIGHT-IN LANDING RWY 10L

MDA(H) 3240′ (409′)

A	1
B	
C	1⅛
D	

CIRCLE-TO-LAND

Not Authorized North of Rwy 10L-28R

Max Kts	MDA(H)
90	3440′ (569′) - 1
120	
140	3440′ (569′) - 1½
165	3440′ (569′) - 2

TERPS AMEND 2 15 DEC 2011

CHANGES: Procedure.

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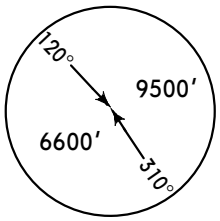
D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2871'
BOI 113.3	098°	ZALED 4100' (1276')	3200' (376')	Rwy 10R 2824'

MISSED APCH: Climb to 3700' then climbing RIGHT turn to 5000' on heading 320° and outbound on BOI VOR R-278 to JIMMI/D12.0 and hold.

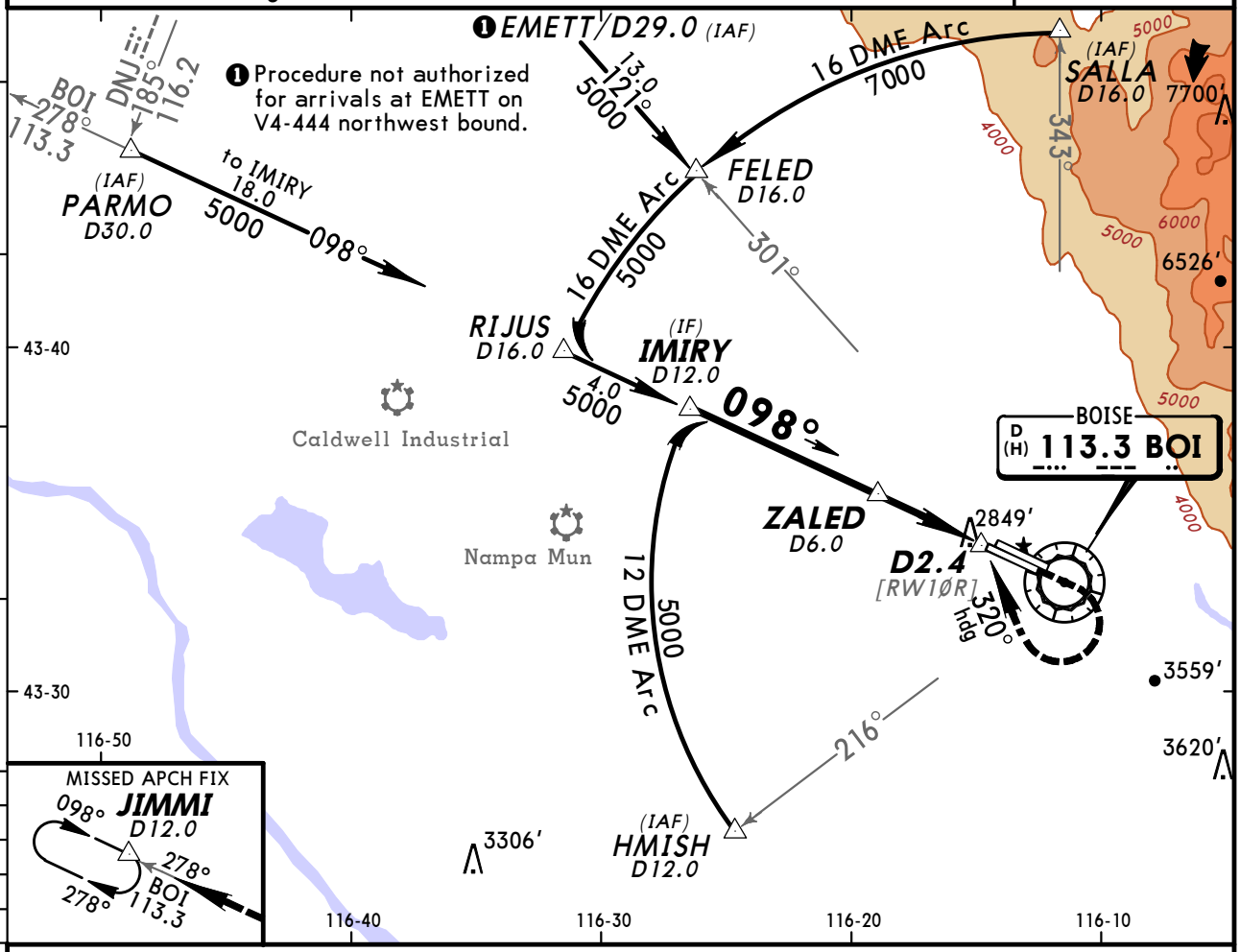
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

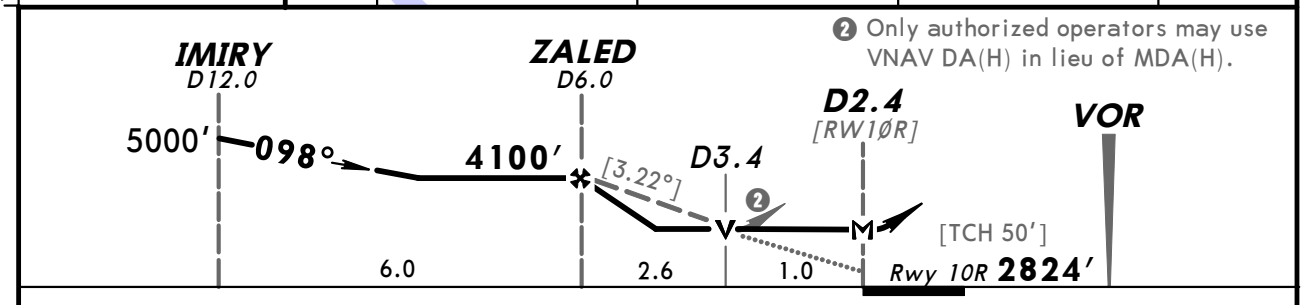
1. VGSI and descent angles not coincident.



MSA BOI VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.22°]	399	513	570	684	798	912
MAP at D2.4						

ALSF-II VASI

3700' ↑ 5000' RT on 320° hdg and BOI 113.3 R-278

TERPS STRAIGHT-IN LANDING RWY10R

MDA(H) 3200' (376')

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 40 or ¾	
D		

CIRCLE-TO-LAND

Not Authorized North of Rwy 10L-28R

Max Kts	MDA(H)
90	3440' (569') - 1
120	
140	3440' (569') - 1½
165	3440' (569') - 2

TERPS AMEND 1 15 DEC 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

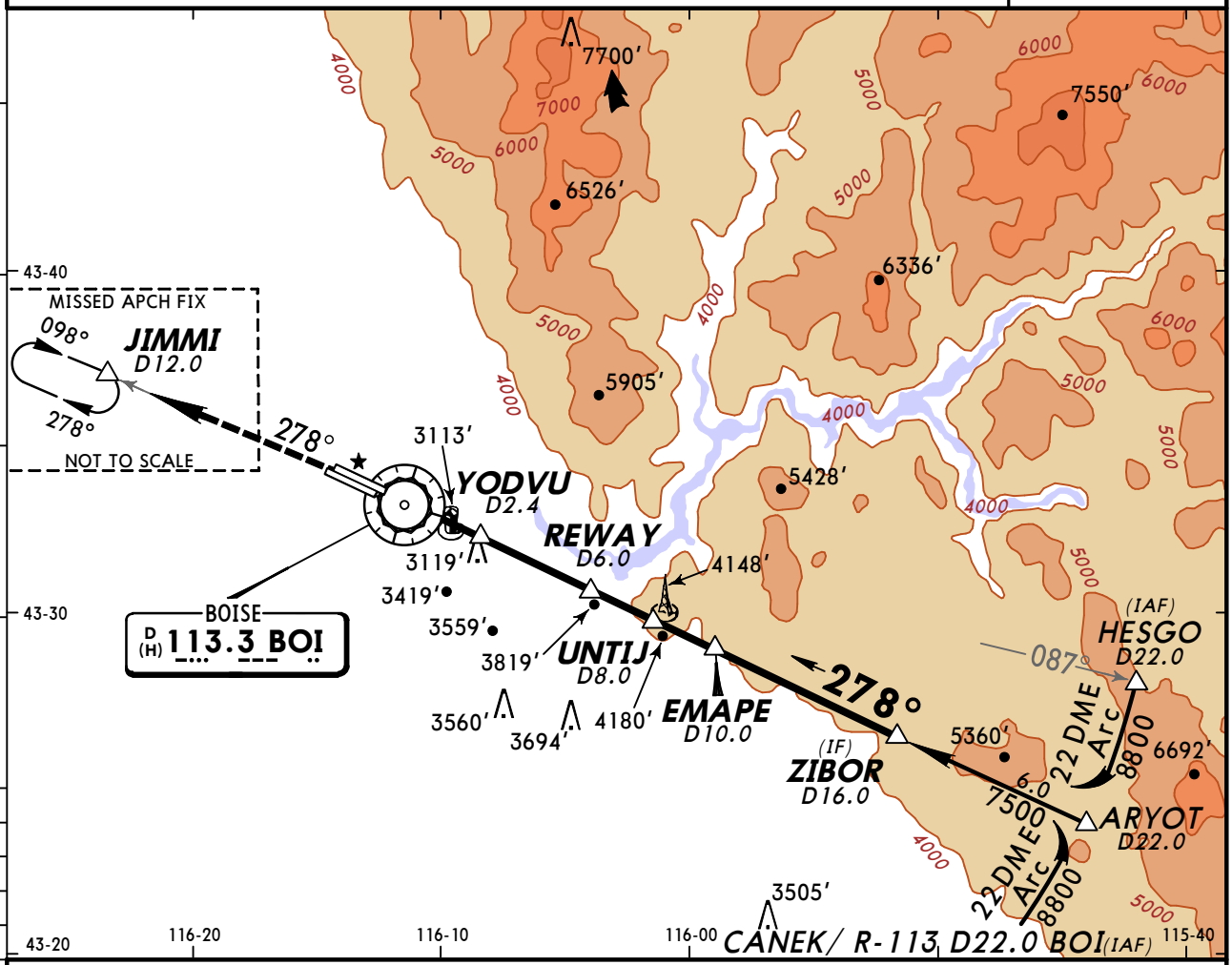
D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2871′
BOI 113.3	278°	REWAY 5200′ (2342′)	3380′ (522′)	TDZE 28L 2858′

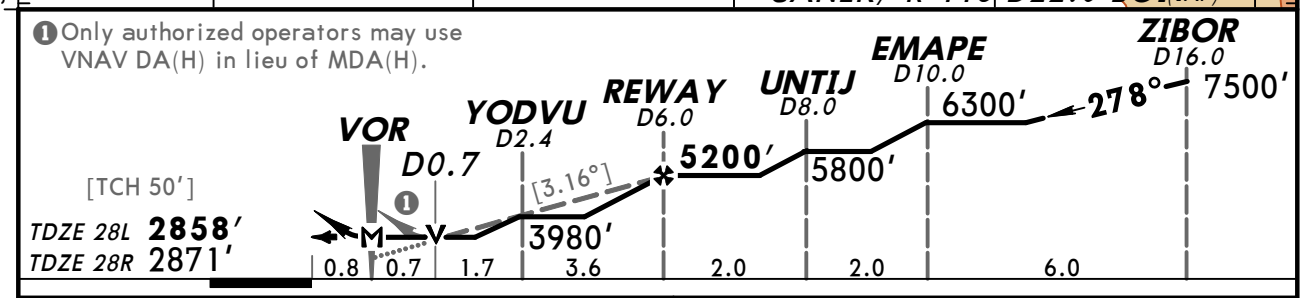
MISSED APCH: Climb to 4500′ outbound via BOI VOR R-278 to JIMMI/D12.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA BOI VOR: 120° 9500′; 310° 6600′



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.16°]	391	503	559	671	783	895
MAP at VOR						

MALSR VASI 4500′ BOI via 113.3 R-278 JIMMI

	STRAIGHT-IN LANDING RWY 28L MDA(H) 3380′ (522′)			SIDESTEP LANDING RWY 28R MDA(H) 3380′ (509′)	CIRCLE-TO-LAND Not Authorized North of Rwy 10L-28R	
		RAIL out	ALS out		Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼	90	3440′ (569′) - 1
B					120	
C	RVR 50 or 1	1½		1¾	140	3440′ (569′) - 1½
D	RVR 60 or 1¼	1¾		2¼	165	3440′ (569′) - 2

TERPS AMEND 2 11 FEB 2010

CHANGES: None.

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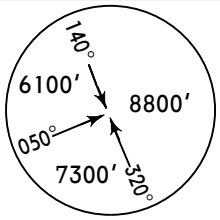
BRIEFING STRIP ™

D-ATIS	BOISE Approach (R)	BOISE Tower	Ground
123.9	119.6	118.1	121.7

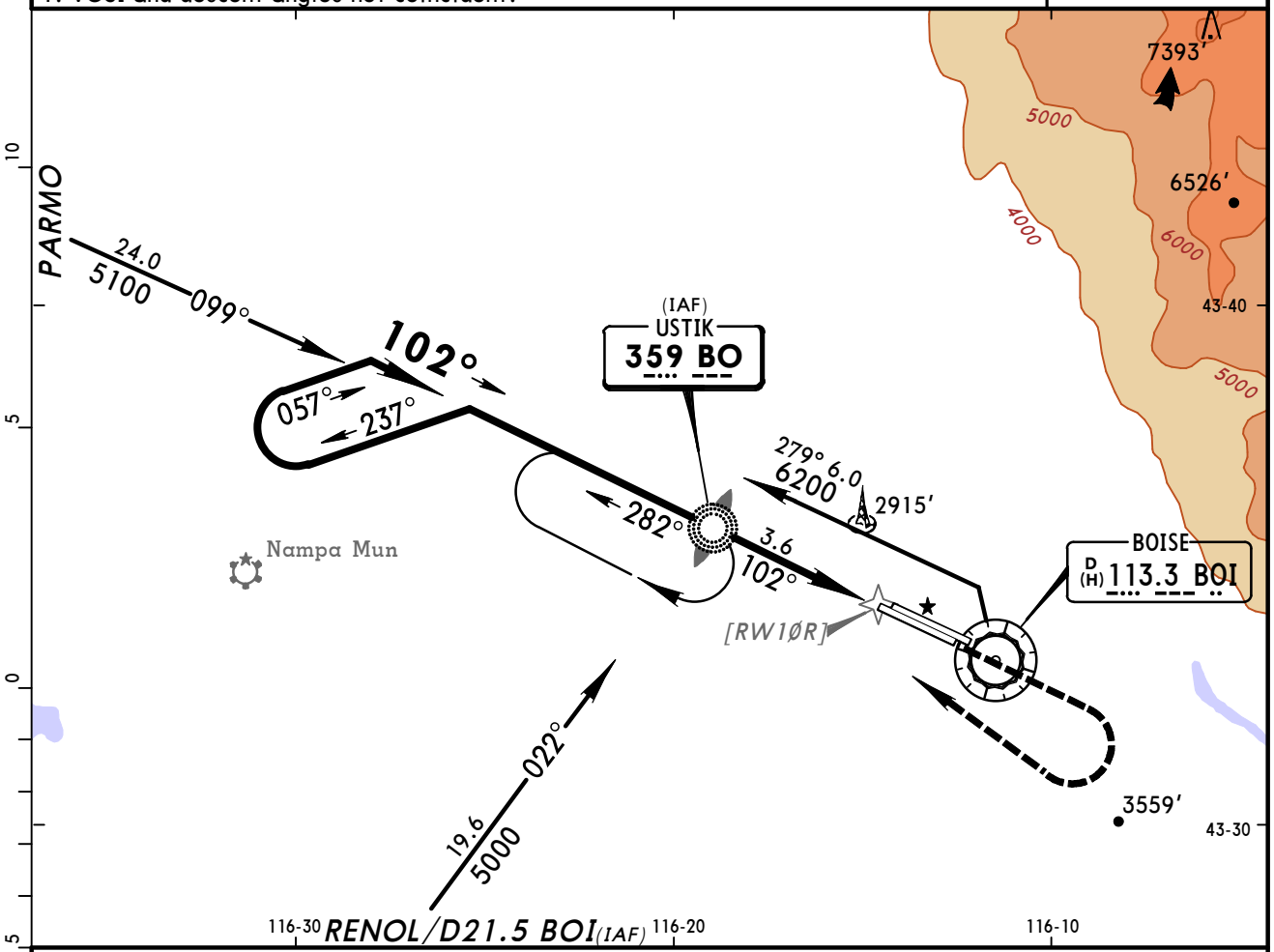
LOM BO	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 2871′
359	102°	4100′ (1264′)	3240′ (404′)	TDZE 2836′

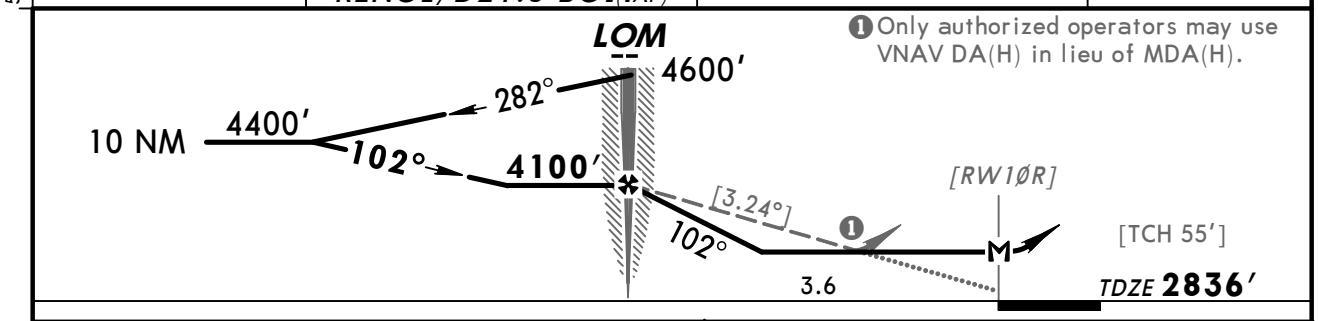
MISSED APCH: Climb to 3900′ then climbing RIGHT turn to 4600′ direct BO LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident.



MSA BO LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.24°]	401	516	573	688	803	917
LOM to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

ALSF-II VASI | 3900′ | 4600′ RT | D | BO 359

STRAIGHT-IN LANDING RWY10R MDA(H) 3240′ (404′)		CIRCLE-TO-LAND Not Authorized North of Rwy 10L-28R		
		ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	3440′ (569′)-1
B			120	
C		RVR 60 or 1¼	140	3440′ (569′)-1½
D	RVR 50 or 1		165	3440′ (569′)-2

TERPS AMEND 28A 25 AUG 2011

CHANGES: RENOL, MSA, notes, minimums.

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General Information

Location: Coeur D'alene ID USA
IATA Code: COE
Lat/Long: N47° 46.5' W116° 49.2'
Elevation: 2320 ft

Airport Use: Public
Magnetic Variation: 15.2°E
Sectional Chart: Great Falls

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1432 Z
Sunset: 0128 Z,

Runway Information

Runway: 01
Length x Width: 5400 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2311 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 05
Length x Width: 7400 ft x 140 ft
Surface Type: asphalt
TDZ-Elev: 2290 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 19
Length x Width: 5400 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2319 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 7400 ft x 140 ft
Surface Type: asphalt
TDZ-Elev: 2320 ft
Lighting: Edge, REIL, Pilot controlled

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Communication Information

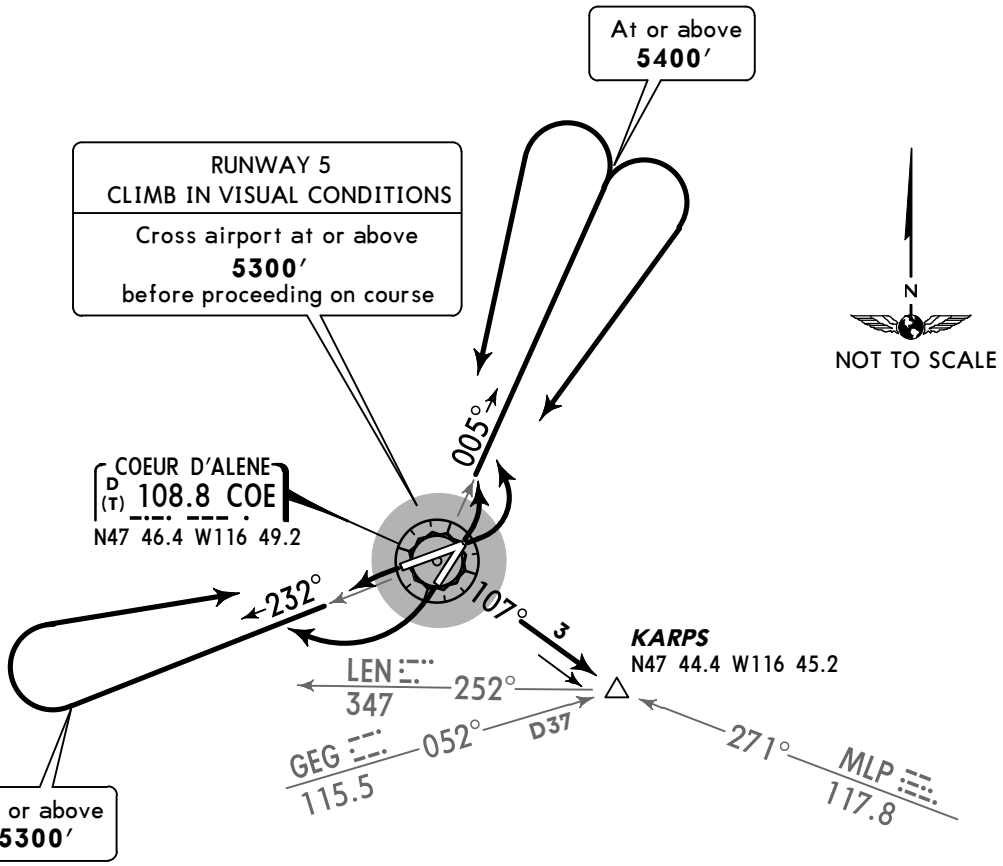
AWOS 135.075
Coeur D' Alene-Boyington Unicom 122.8 CTAF PCL
Spokane Approach Control 132.1
Spokane Departure Control 132.1
Boise Flight Service Station 122.05 RCO

SPOKANE Departure (R)	Apt Elev	
132.1	2320′	Trans level: FL 180 Trans alt: 18000′

7700′
MSA COE VOR

OBSTACLE

COEUR D'ALENE ONE DEPARTURE (COE1.COE)



This DP requires take-off minimums:
Rwys 1, 19, 23: Standard (or lower than standard, if authorized).
Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **3900′** or 3100-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200

OBSTACLES
Rwy 5: Poles beginning 895′ from DER, 690′ RIGHT of centerline, up to 44′ AGL/2354′ MSL. Trees beginning 1149′ from DER, 720′ RIGHT of centerline, up to 103′ AGL/2563′ MSL.
Rwy 19: Trees beginning 165′ from DER, 276′ RIGHT of centerline, up to 109′ AGL/2399′ MSL. Tree 2914′ from DER, 425′ LEFT of centerline 38′ AGL/2383′ MSL.

RWY	INITIAL CLIMB
1	Climbing LEFT turn to **5400′** via COE R-005, then LEFT or RIGHT turn direct COE, then via COE R-107 to KARPS to MEA for route of flight.
5	Climbing LEFT turn to **5400′** via COE R-005, then LEFT or RIGHT turn direct COE, then via COE R-107 to KARPS to MEA for route of flight. OR; Climb in visual conditions to cross Coeur D'Alene-Boyington airport at or above **5300′** before proceeding on course.
19	Climbing RIGHT turn, then climb on COE R-232 to **5300′**, then RIGHT turn direct COE, then via COE R-107 to KARPS to MEA for route of flight.
23	Climbing LEFT turn, then climb on COE R-232 to **5300′**, then RIGHT turn direct COE, then via COE R-107 to KARPS to MEA for route of flight.

CHANGES: New procedure at this airport.

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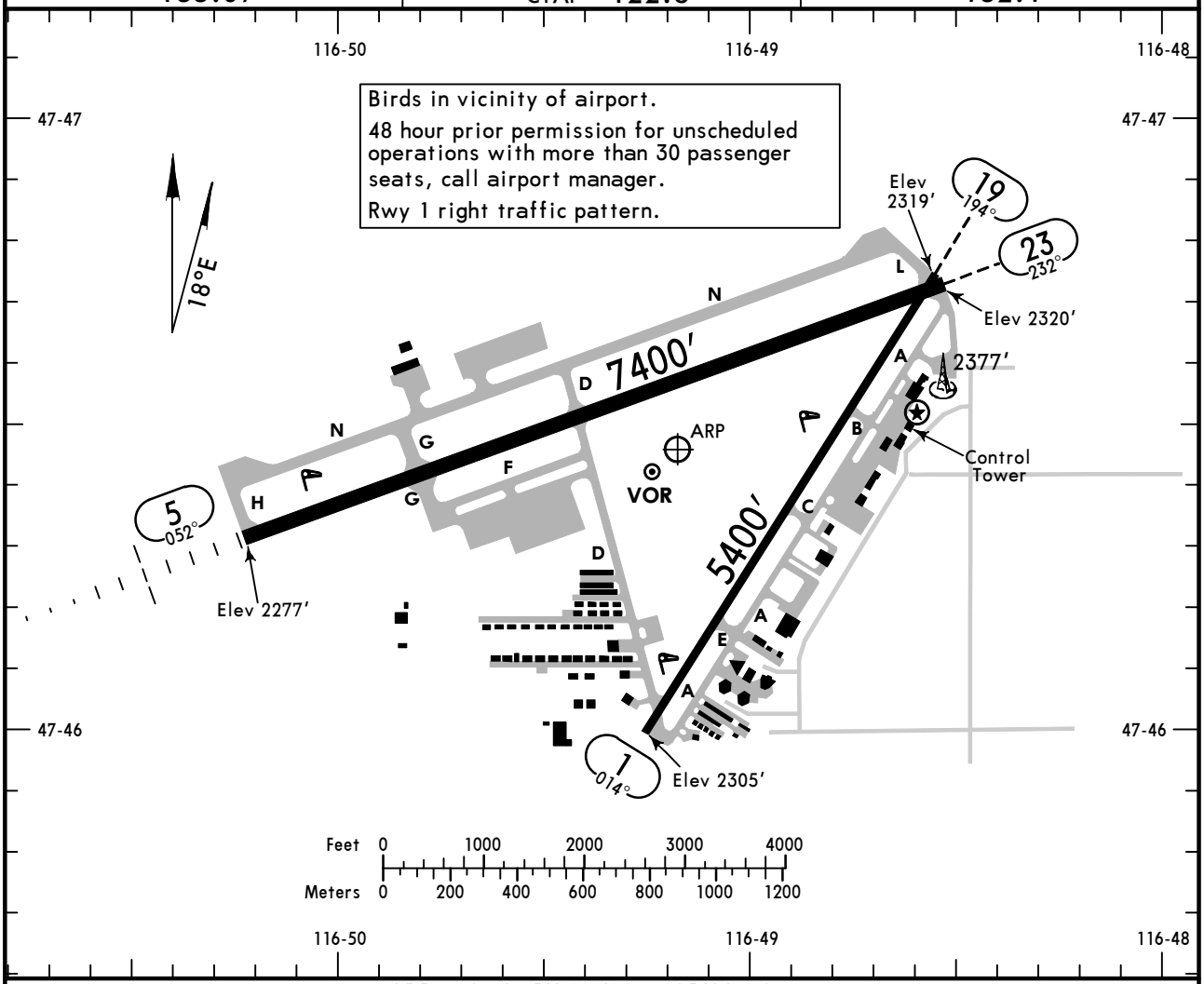
AWOS-3	COEUR D'ALENE-BOYINGTON UNICOM	SPOKANE Departure (R)
135.07	CTAF 122.8	132.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				75′
19	❶ MIRL PAPI-L (angle 3.0°)				
5	❶ HIRL ❶❷ MALSR PAPI-R (angle 3.0°) grooved		6550′		100′
23	❶ HIRL ❶❸ REIL PAPI-R (angle 3.0°) grooved				

❶ Activate on 122.8.
❷ Non-std
❸ Operates only when HIRL is on high intensity.

	TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE	FOR FILING AS ALTERNATE — Authorized Only When Local Weather Available	
	All Rwys	ILS Rwy 5	LOC DME Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR DME Rwy 1 NDB Rwy 5
1 & 2 Eng 3 & 4 Eng	**USE COEUR D'ALENE DEPARTURE**	A B C D: 600-2	800-2

AMEND 9

CHANGES: Lighting.

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COEUR D'ALENE, IDAHO
ILS or LOC DME Rwy 5

AWOS-3	SPOKANE Approach (R)	COEUR D'ALENE-BOYINGTON UNICOM
135.07	132.1	CTAF 122.8

LOC	Final	GS	ILS DA(H)	Apt Elev 2320'
ICOE	Apch Crs	CIPUT	(CONDITIONAL)	TDZE 2290'
110.7	051°	4500' (2210')	2490' (200')	

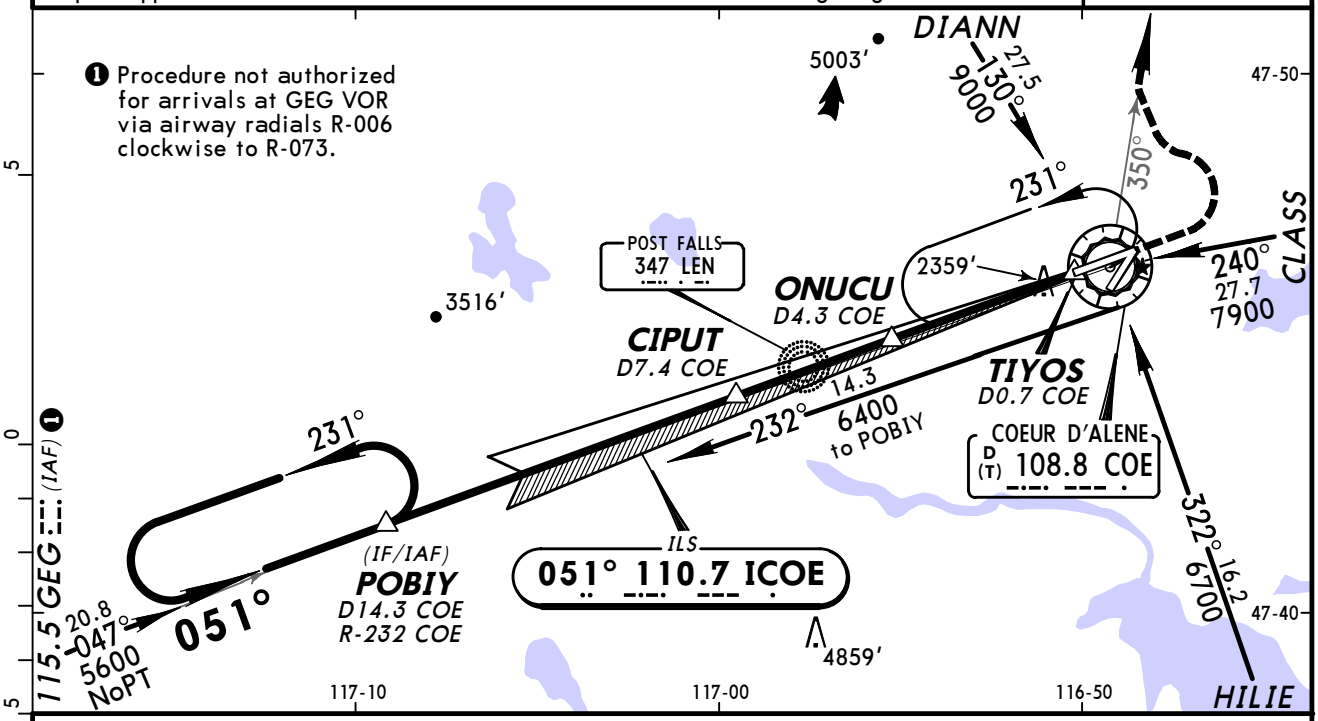
MISSED APCH: Climb to 2900', then climbing LEFT turn to 6000' via COE VOR R-350 outbound, then climbing LEFT turn to 6500' via COE VOR R-350 inbound to COE VOR and hold.

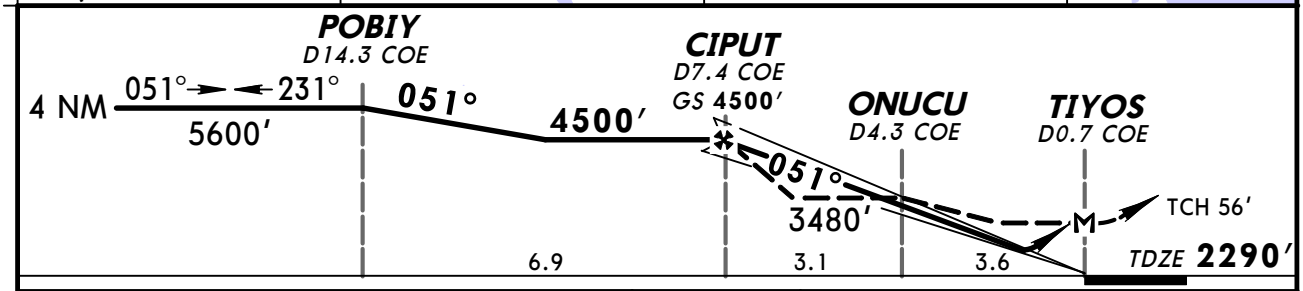
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous reception of ICOE localizer and COE VOR DME required.
2. DME required. 3. Use COE VOR DME when on the localizer course. 4. Use local altimeter setting; if not received, use Spokane Intl altimeter setting. 5. Autopilot coupled approach not authorized below 2795' MSL. 6. Pilot controlled lighting 122.8.

7700'
MSA COE VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at TIYOS						

MALSR
PAPI

2900'

6000' LT via COE 108.8 R-350

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	ILS DA(H) 2490' (200') FULL	ILS DA(H) 2490' (200') RAIL or ALS out	LOC (GS out) MDA(H) 2860' (570')	LOC (GS out) MDA(H) 2860' (570') RAIL out	LOC (GS out) MDA(H) 2860' (570') ALS out
A	½	¾	½	¾	1
B					
C			1	1½	
D			1¼	1¾	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	2860' (540') - 1
120	
140	2880' (560') - 1½
160	2880' (560') - 2

With Spokane Intl Altimeter Setting

	ILS DA(H) 2570' (280') FULL	ILS DA(H) 2570' (280') RAIL or ALS out	LOC (GS out) MDA(H) 2940' (650')	LOC (GS out) MDA(H) 2940' (650') RAIL out	LOC (GS out) MDA(H) 2940' (650') ALS out
A	¾		¾		1
B					
C			1¼	1¾	
D			1½	2	

With Spokane Intl Altimeter Setting

Max Kts	MDA(H)
90	2940' (620') - 1¼
120	
140	2960' (640') - 1¾
160	2960' (640') - 2¼

AMEND 5B
TERPS

CHANGES: Post Falls NDB.

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KCOE/COE
-PAPPY BOYINGTON

JEPPESEN 7 JAN 11 (12-1) Eff 13 Jan

COEUR D'ALENE, IDAHO
RNAV (GPS) Rwy 5

AWOS-3	SPOKANE Approach (R)	PAPPY BOYINGTON UNICOM
135.07	132.1	CTAF 122.8

BRIEFING STRIP ™

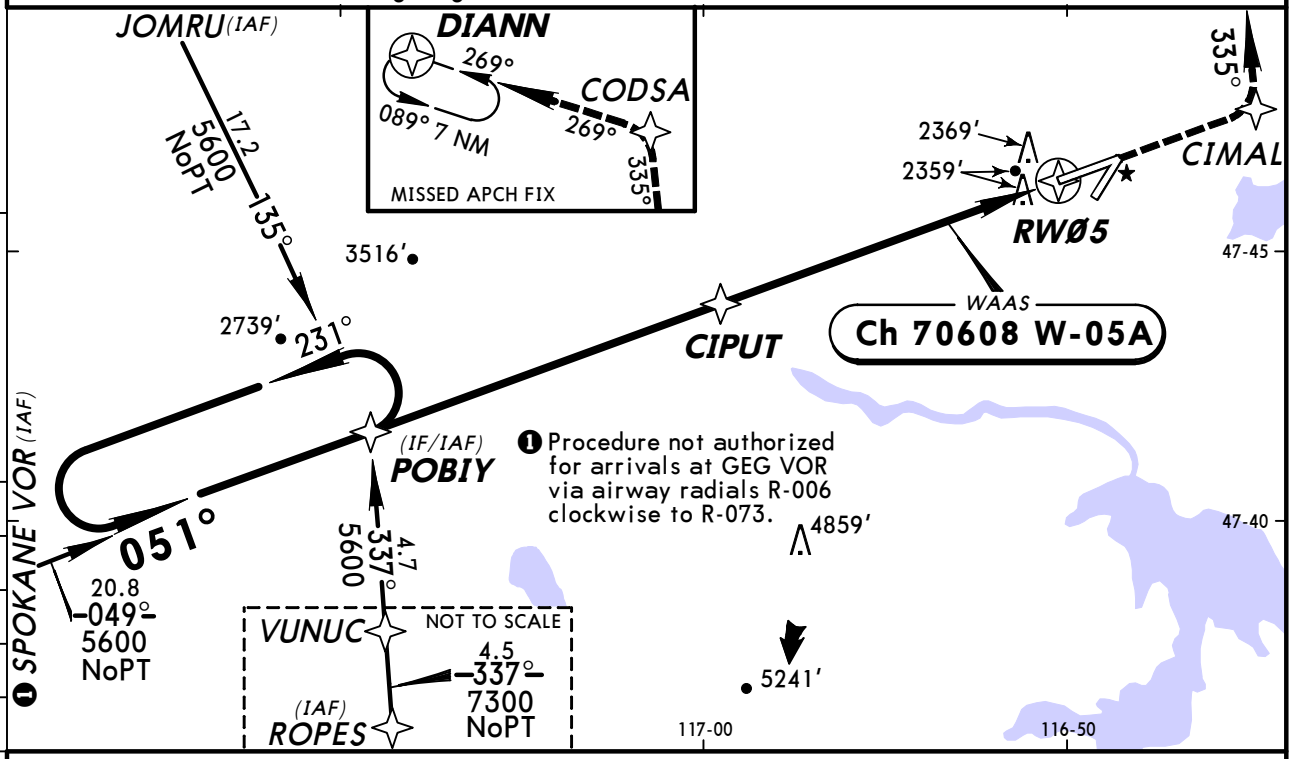
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2320′
Ch 70608 W-05A	051°	CIPUT 4500′ (2210′)	2490′ (200′)	TDZE 2290′

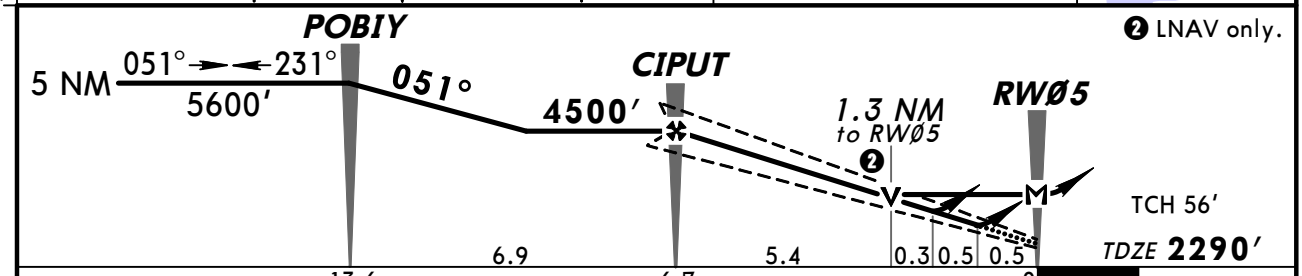
MISSED APCH: Climb to 7000′ direct CIMAL and via 335° track to CODSA and via 269° track to DIANN and hold.

7700′ MSA RWØ5

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Spokane Intl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Spokane Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 7000′ CIMAL

STRAIGHT-IN LANDING RWY 5 — With Local Altimeter Setting

	LPV DA(H) 2490′(200′) RAILout	LPV DA(H) 2490′(200′) ALS out	LNAV/VNAV DA(H) 2653′(363′) RAILout	LNAV/VNAV DA(H) 2653′(363′) ALS out	LNAV MDA(H) 2740′(450′) RAILout	LNAV MDA(H) 2740′(450′) ALS out
A	½	¾	¾	1¼	½	¾ / 1
B						
C					¾	1¼
D					1	1½

CIRCLE-TO-LAND — With Local Altimeter Setting

Max Kts	MDA(H)
90	2740′(420′)-1
120	2860′(540′)-1
140	2880′(560′)-1½
165	2880′(560′)-2

With Spokane Intl Altimeter Setting

	LPV DA(H) 2570′(280′) RAILout	LPV DA(H) 2570′(280′) ALS out	LNAV/VNAV DA(H) 2733′(443′) RAILout	LNAV/VNAV DA(H) 2733′(443′) ALS out	LNAV MDA(H) 2820′(530′) RAILout	LNAV MDA(H) 2820′(530′) ALS out
A	¾		1	1½	¾	1
B						
C					1	1½
D					1¼	1¾

With Spokane Intl Altimeter Setting

Max Kts	MDA(H)
90	2820′(500′)-1¼
120	2940′(620′)-1¼
140	2960′(640′)-1¾
165	2960′(640′)-2¼

AMEND 0 TERPS

CHANGES: Charted obstructions.

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KCOE/COE
-PAPPY BOYINGTON

JEPPESEN
7 JAN 11
Eff 13 Jan
(13-1)

COEUR D'ALENE, IDAHO
CAT A, B & C
VOR DME Rwy 1

AWOS-3	SPOKANE Approach (R)	PAPPY BOYINGTON UNICOM
135.07	132.1	CTAF 122.8

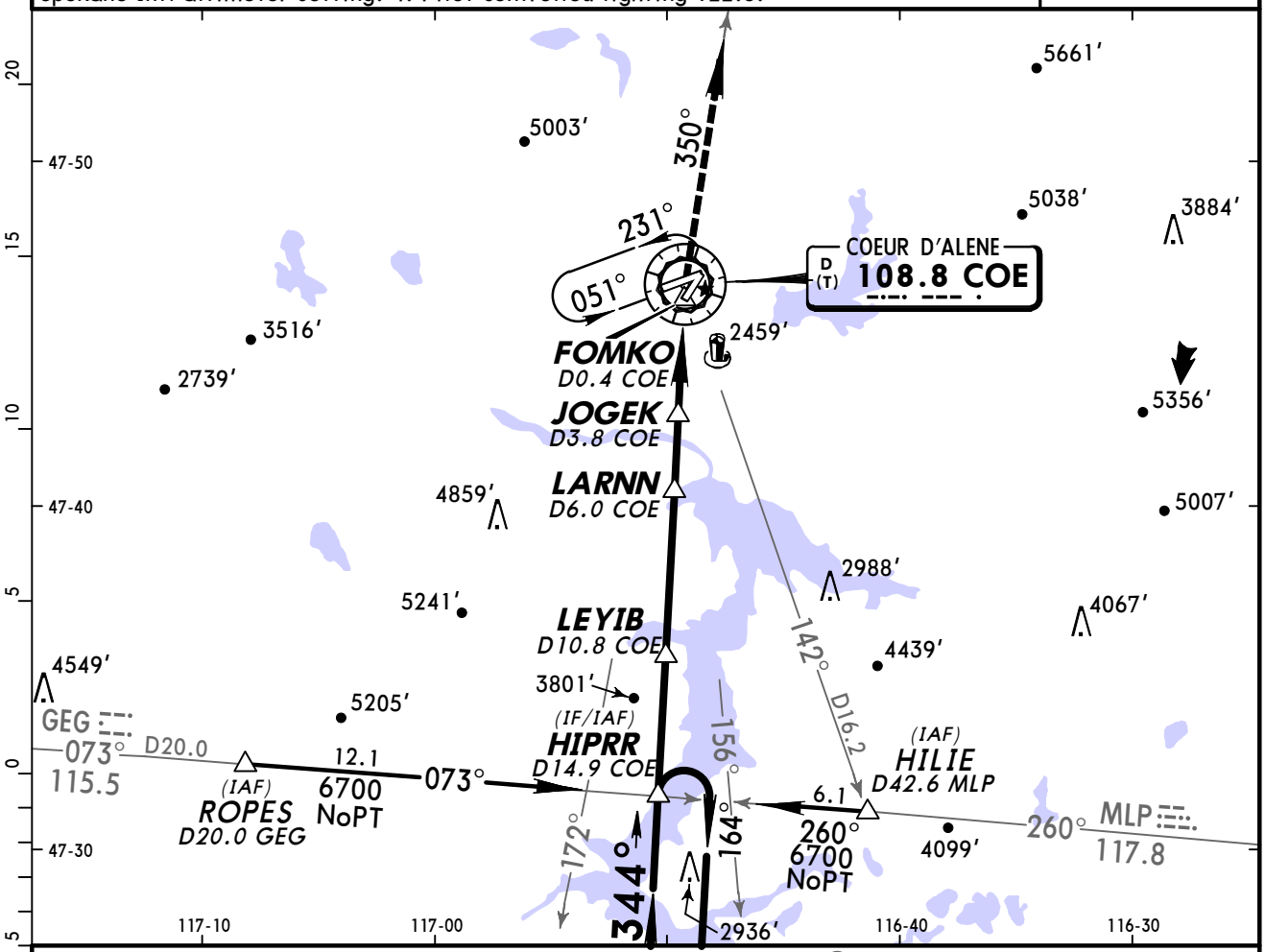
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2320′
COE 108.8	344°	LARNN 4100′ (1795′)	(CONDITIONAL) 2740′ (435′)	Rwy 1 2305′

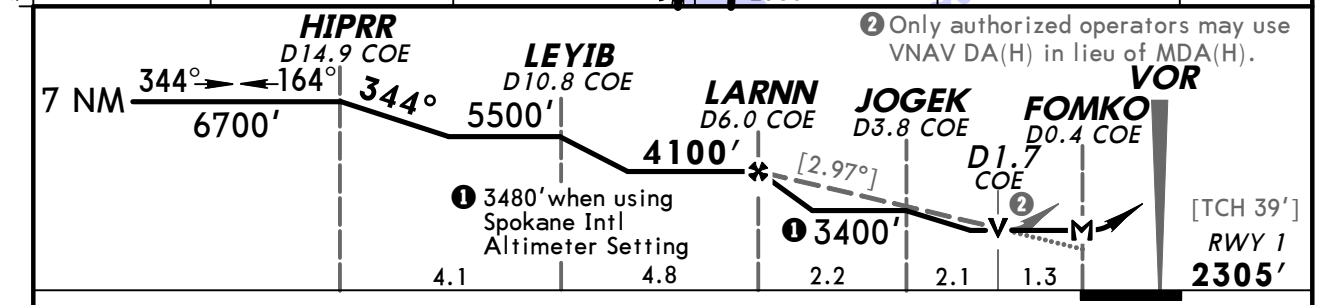
MISSED APCH: Climb to 6000′ on COE VOR R-350 outbound, then climbing LEFT turn to 6500′ on COE VOR R-350 inbound to COE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Spokane Intl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VDP not authorized with Spokane Intl altimeter setting. 4. Pilot controlled lighting 122.8.

7700′
MSA COE VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at FOMKO						

REIL
PAPI-L

6000′ ↑ on COE 108.8 R-350

	STRAIGHT-IN LANDING RWY 1 With Local Altimeter Setting MDA(H) 2740′ (435′)	STRAIGHT-IN LANDING RWY 1 With Spokane Intl Altimeter Setting MDA(H) 2820′ (515′)	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)	CIRCLE-TO-LAND With Spokane Intl Altimeter Setting MDA(H)
A	1	1	90	2740′ (420′)-1	2820′ (500′)-1
B			120	2860′ (540′)-1	2940′ (620′)-1
C	1¼	1½	140	2880′ (560′)-1½	2960′ (640′)-1¾
D	NA	NA	D	NA	NA

BRIEFING STRIP ™
TERPS AMEND 2 13 JAN 2011

CHANGES: Note, HILIE transition, minimums.

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KCOE/COE -BOYINGTON

JEPPESEN

21 AUG 09 (13-2) Eff 27 Aug

COEUR D'ALENE, IDAHO VOR Rwy 5

CAT A, B & C

AWOS-3	SPOKANE Approach (R)	COEUR D'ALENE-BOYINGTON UNICOM
135.07	132.1	CTAF 122.8

BRIEFING STRIP™

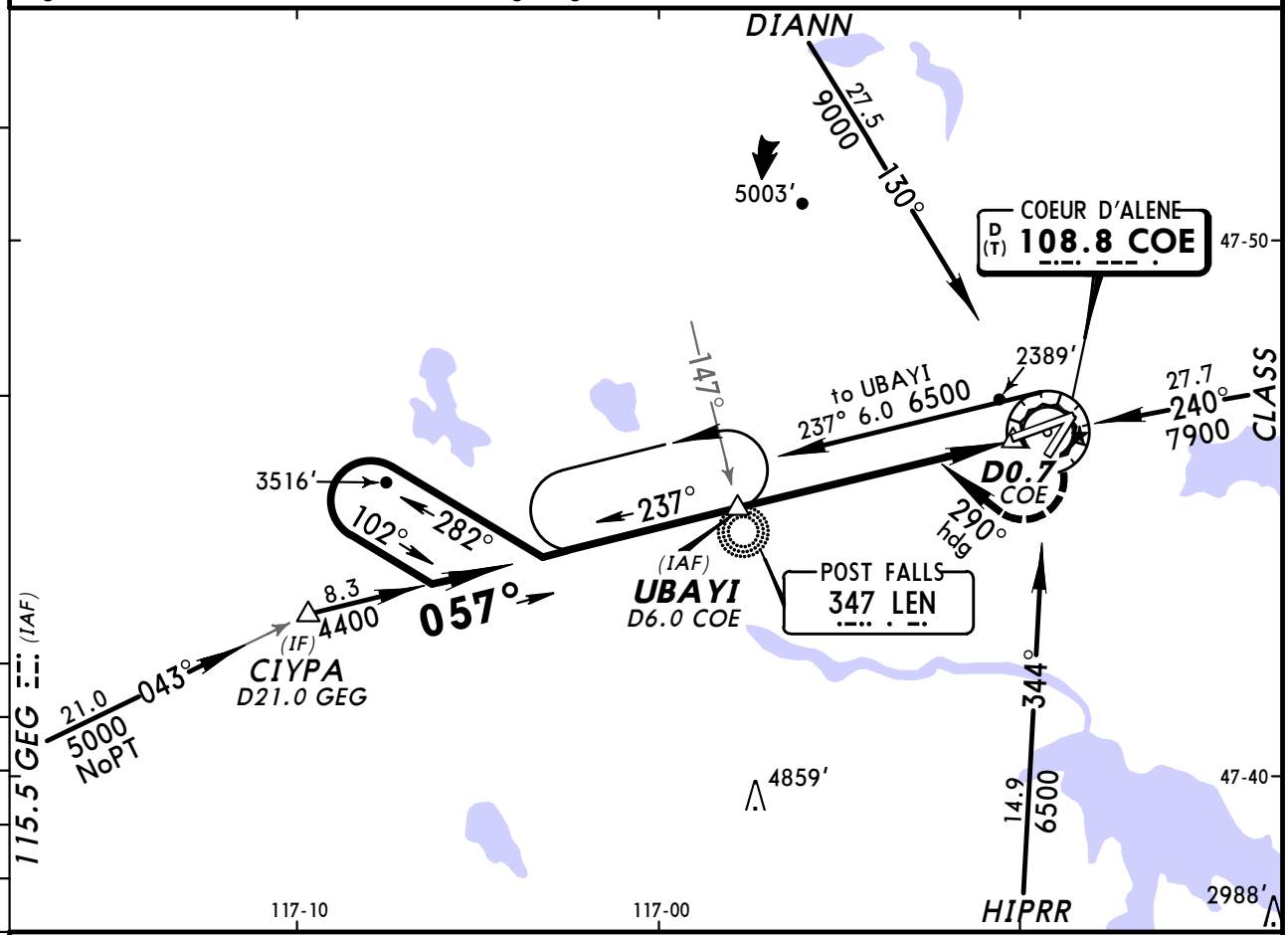
VOR COE	Final Apch Crs	Minimum Alt UBAYI	MDA(H) (CONDITIONAL)	Apt Elev 2320′
108.8	057°	4400′ (2110′)	2700′ (410′)	TDZE 2290′

MISSED APCH: Climbing RIGHT turn to 6500′ via heading 290° and COE VOR R-237 outbound, then RIGHT turn via COE VOR R-237 inbound to UBAYI INT/D6.0 COE and hold.

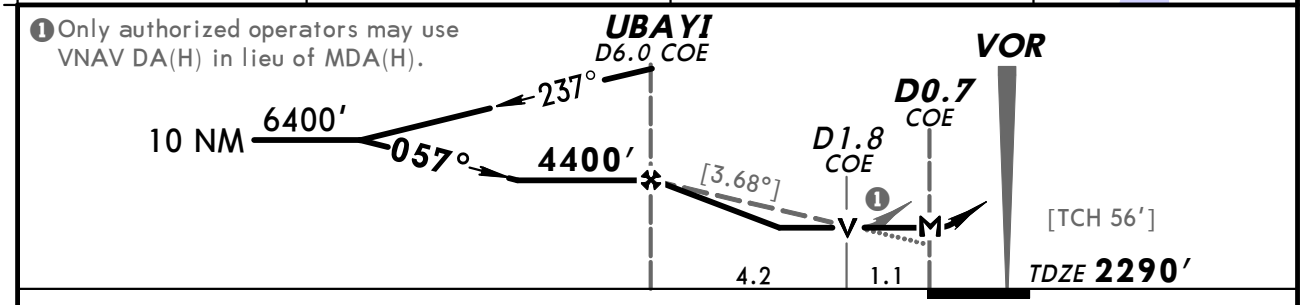
7700′ MSA COE VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Spokane Intl, Wash altimeter setting. 3. VDP not authorized when using Spokane Intl, Wash altimeter setting. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 122.8.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.68°]	456	586	651	782	912	1042
MAP at D0.7 COE or FAF to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI

6500′ RT via 290° hdg and COE 108.8 R-237

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 5

	With Local Altimeter Setting MDA(H) 2700′ (410′)			With Spokane Intl, Wash Altimeter Setting MDA(H) 2780′ (490′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		3/4	1 1/4	
D	NA			NA		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Spokane Intl, Wash Altimeter Setting MDA(H)
90	2720′ (400′)-1	2800′ (480′)-1
120	2860′ (540′)-1	2940′ (620′)-1
140	2880′ (560′)-1 1/2	2960′ (640′)-1 3/4
D	NA	NA

CHANGES: NDB renamed.

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AWOS-3	SPOKANE Approach (R)	COEUR D'ALENE-BOYINGTON UNICOM
135.07	132.1	CTAF 122.8

BRIEFING STRIP™

NDB LEN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2320'
347	052°	NDB 4400' (2110')	Refer to Minimums	TDZE 2290'

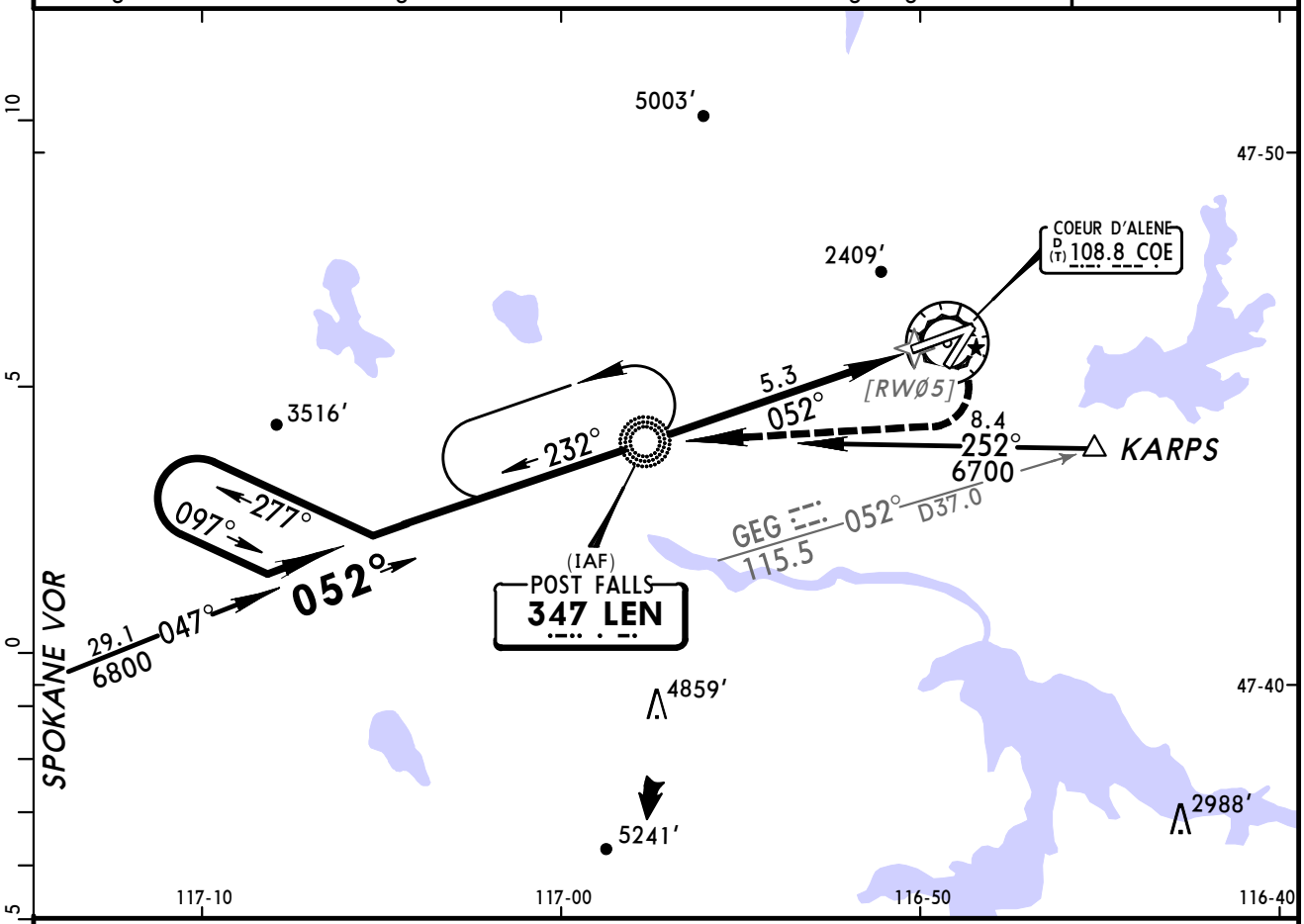
MISSED APCH: Climbing RIGHT turn to 6400' direct LEN NDB and via LEN NDB bearing 232° outbound, then LEFT turn direct LEN NDB and hold.

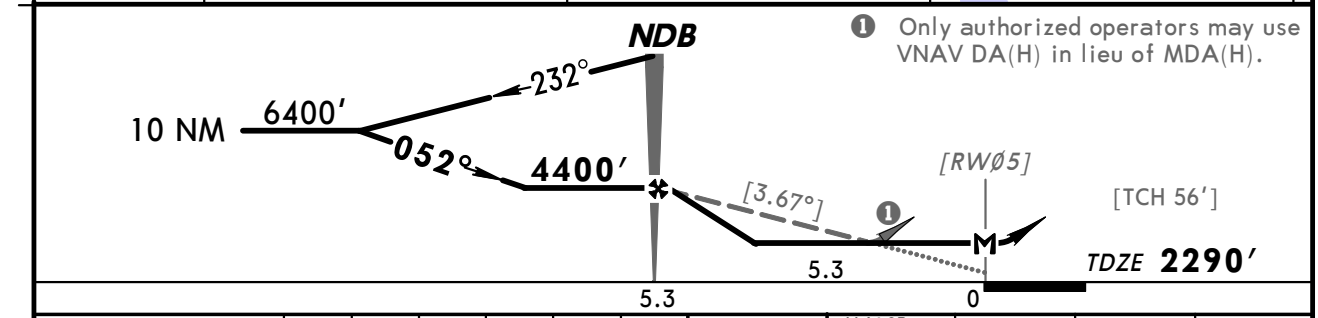
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Spokane Intl, Wash altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.8.

7100'

MSA LEN NDB





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.67°]	455	585	650	779	909	1039
NDB to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI | 6400' RT | D | LEN 347

TERPS	STRAIGHT-IN LANDING RWY 5 With Local Altimeter Setting			STRAIGHT-IN LANDING RWY 5 With Spokane Intl, Wash Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	CIRCLE-TO-LAND With Spokane Intl, Wash Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts MDA(H)	MDA(H)
AMEND 2B A	3/4		1	3/4		1	90 2920' (600')-1	3000' (680')-1
AMEND 2B B							120	
AMEND 2B C	1 1/4	1 3/4		1 1/2	2		140 2920' (600')-1 1/2	3000' (680')-1 3/4
AMEND 2B D	NA			NA			D NA	NA

CHANGES: NDB renamed.

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General Information

Location: Driggs ID USA
IATA Code:
Lat/Long: N43° 44.6' W111° 05.8'
Elevation: 6231 ft

Airport Use: Public
Magnetic Variation: 12.2°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1405 Z
Sunset: 0110 Z,

Runway Information

Runway: 03
Length x Width: 7300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6179 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 7300 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 6231 ft
Lighting: Edge, REIL, Pilot controlled

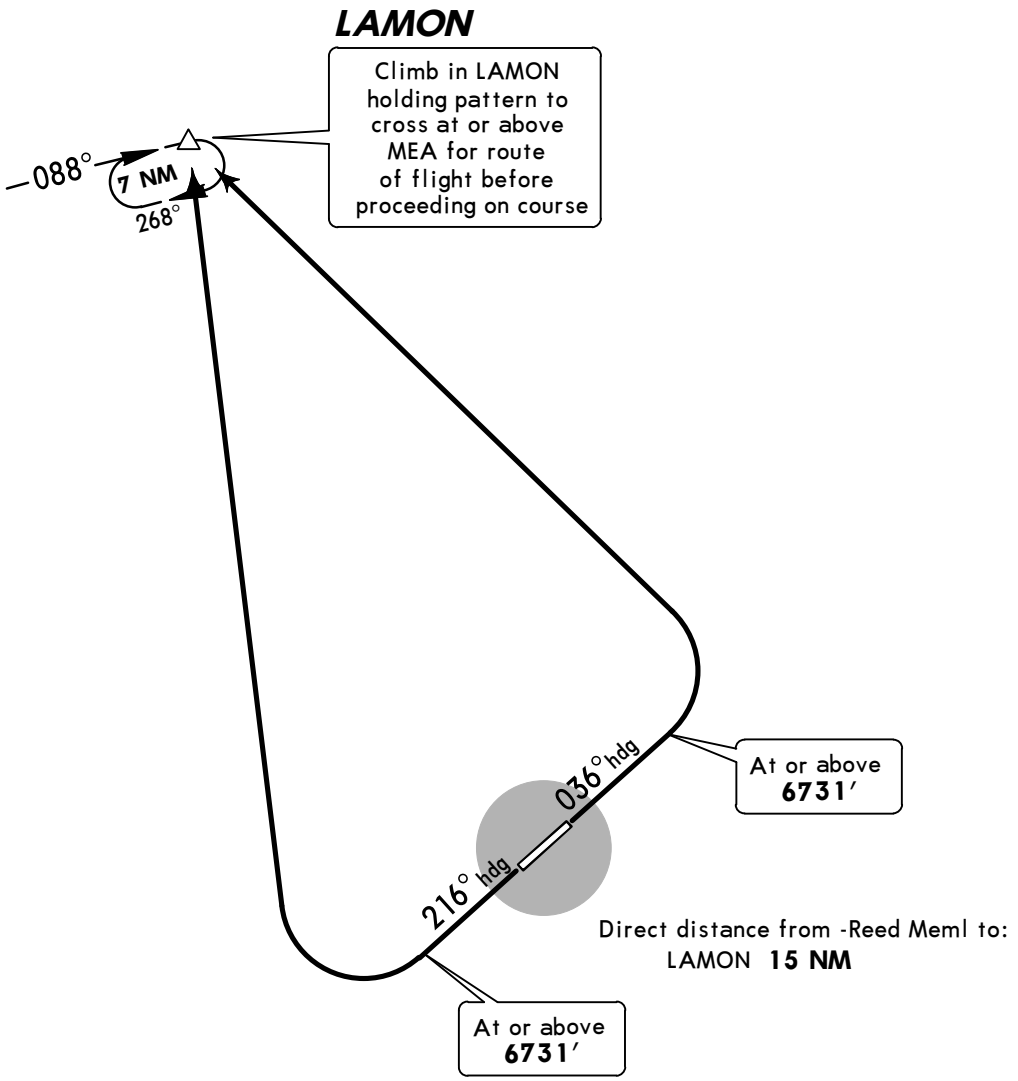
Communication Information

Driggs-Reed Meml Unicom 122.7 CTAF PCL
Salt Lake City Center 128.35 Remote Communications Air-Ground

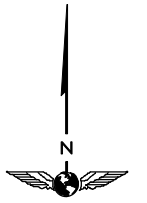
SALT LAKE Center 128.35	Apt Elev 6231′	Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RNAV 1.**

OBSTACLE

LAMON ONE RNAV DEPARTURE (LAMON1.LAMON)



This DP requires take-off minimums:
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 220′ per NM to **7700′.**
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to **8600′.**



NOT TO SCALE

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
245′ per NM	306	408	613	817	1021	1225

OBSTACLES
Rwy 3: Tree and road beginning 1030′ from DER, 17′ LEFT of centerline, up to 50′ AGL/6266′ MSL. Trees and road beginning 499′ from DER, 264′ RIGHT of centerline, up to 50′ AGL/6282′ MSL.
Rwy 21: Multiple buildings 73′ from DER, 463′ RIGHT of centerline, up to 50′ AGL/6167′ MSL.

RWY	INITIAL CLIMB
3	Climb heading 036° to **6731′**, then climbing LEFT turn direct LAMON.
21	Climb heading 216° to **6731′**, then climbing RIGHT turn direct LAMON.

ROUTING

At LAMON continue climb in LAMON holding pattern to cross LAMON at or above MEA for route of flight before proceeding on course.

CHANGES: Communications.

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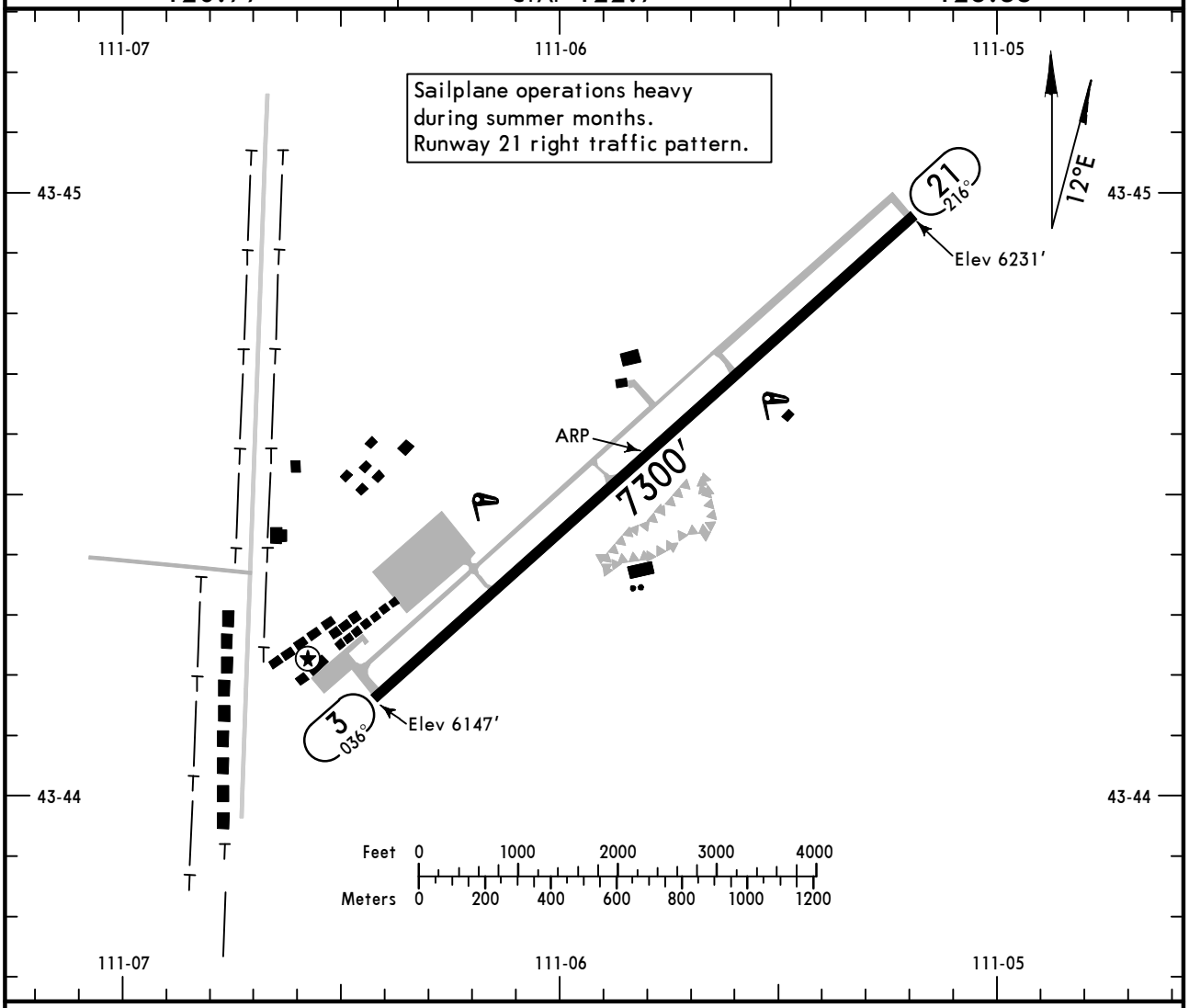
ASOS	DRIGGS-REED MEML UNICOM	SALT LAKE Center
120.77	CTAF 122.7	128.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL PAPI-L (angle 3.0°)				100′
21	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				

❶ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys
1 & 2 Eng	**Use LAMON departure**
3 & 4 Eng	**Use LAMON departure**

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 3	RNAV (GPS)-A
A	800-2	1000-2
B		
C		1000-3
D		

AMEND 3

CHANGES: Alternate minimums, mag var.

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KDIJ -REED MEML

JEPPESEN

3 FEB 12 (12-1) Eff 9 Feb

DRIGGS, IDAHO RNAV (GPS) Rwy 3

ASOS	SALT LAKE Center	DRIGGS-REED MEML UNICOM
120.77	128.35	CTAF 122.7

WAAS	Final Apch Crs	Minimum Alt FIXOD	LP MDA(H)	Apt Elev 6231′
Ch 48827 W-03A	016°	8200′ (2053′)	6500′ (353′)	Rwy 3 6147′

MISSED APCH: Climb to 7000′ then climbing LEFT turn to 10300′ direct LAMON and hold, continue climb-in-hold to 10300′.

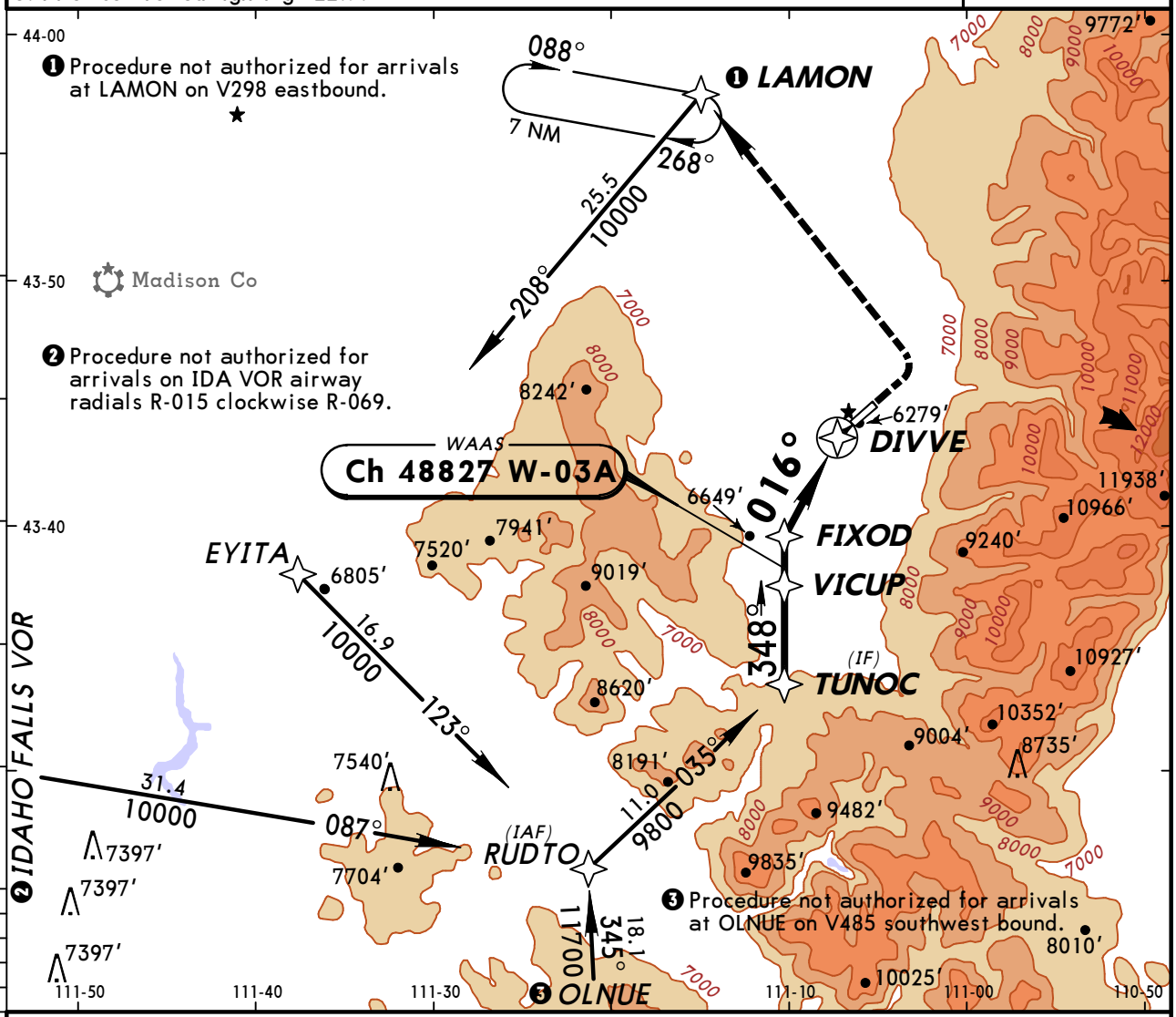
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

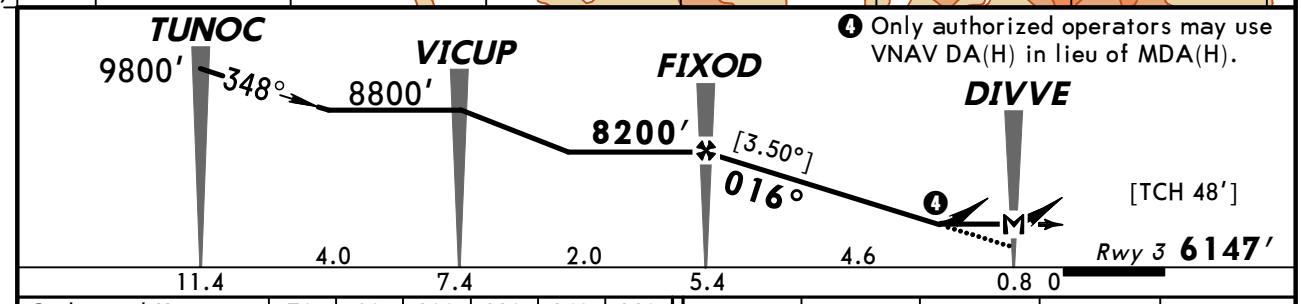
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 122.7.

15,000′

MSA DIVVE

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DIVVE						

PAPI-L	7000′	10300′ LT	D	LAMON

TERPS STRAIGHT-IN LANDING RWY 3

	LP MDA(H) 6500′ (353′)	LNAV MDA(H) 6540′ (393′)
A	1	1
B		
C		1⅛
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	6760′ (529′)-1
120	6780′ (549′)-1
140	6800′ (569′)-1½
165	6880′ (649′)-2

TERPS AMEND 1 15 DEC 2011

CHANGES: None.

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ASOS	SALT LAKE Center	DRIGGS-REED MEML UNICOM
120.77	128.35	CTAF 122.7

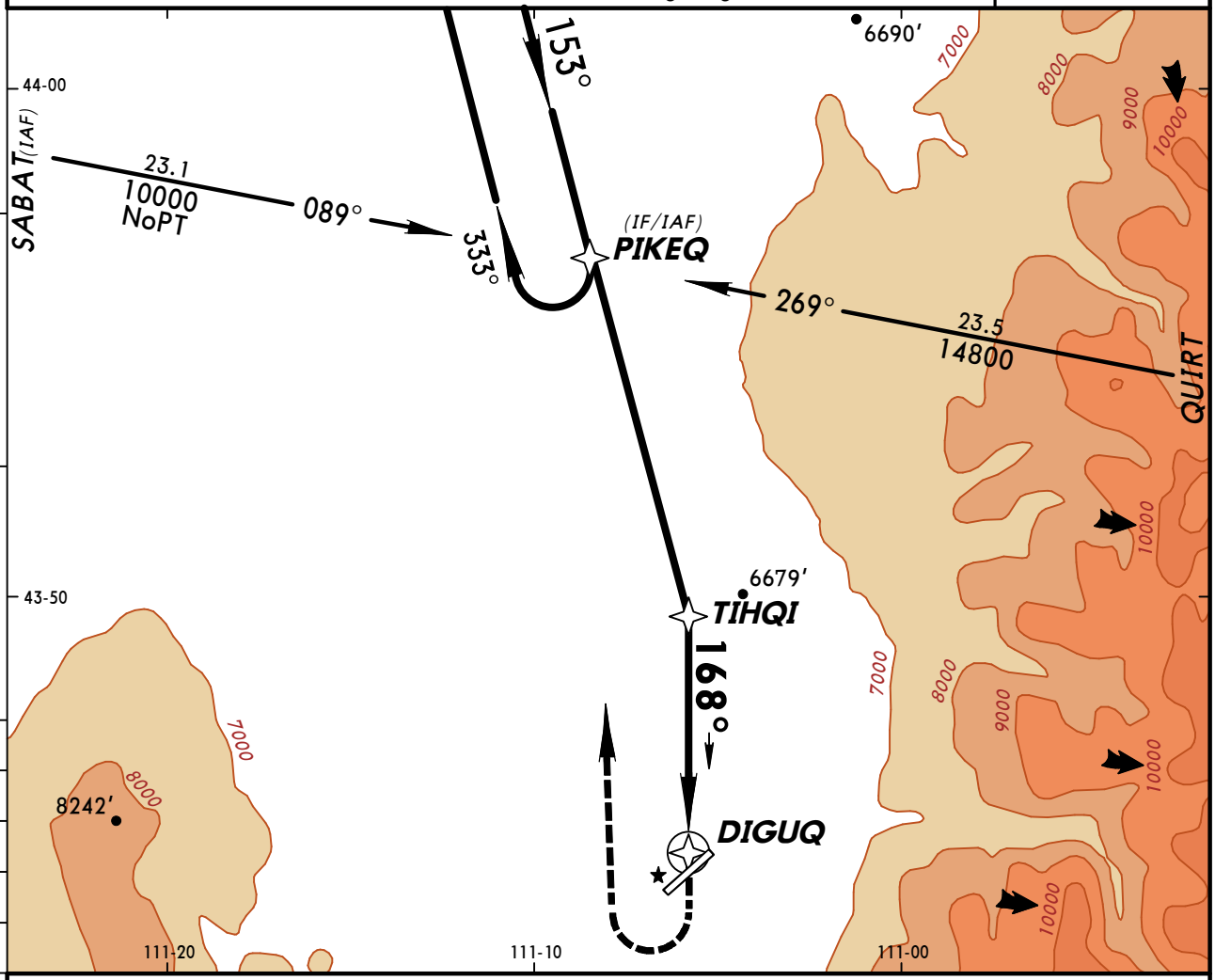
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
	168°	TIHQI 8100′ (1869′)	Refer to Minimums	6231′

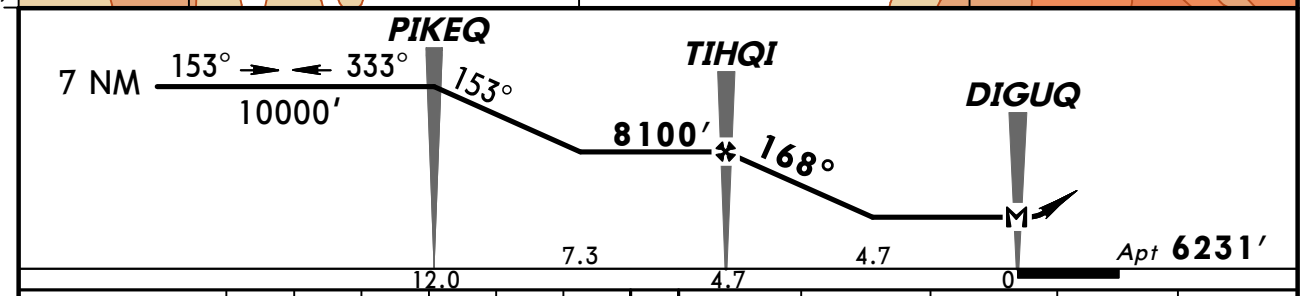
MISSED APCH: Climb to 7500′ then climbing RIGHT turn to 10000′ direct PIKEQ and hold (Do not exceed 220 KIAS until established direct PIKEQ).

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 122.7.

15,000′
MSA DIGUQ





MAP at DIGUQ	Lighting - Refer to Airport Chart	7500′	10000′ RT	D	PIKEQ

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	7200′(969′)-1¼
B	120	7200′(969′)-1½
C	140	7200′(969′)-3
D	165	

TERPS AMEND 0 9 FEB 2012

CHANGES: New procedure.

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General Information

Location: Idaho Falls ID USA
IATA Code: IDA
Lat/Long: N43° 30.8' W112° 04.2'
Elevation: 4744 ft

Airport Use: Public
Magnetic Variation: 12.6°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1408 Z
Sunset: 0114 Z,

Runway Information

Runway: 02
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4744 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 4051 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4736 ft
Lighting: Edge

Runway: 20
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4735 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 4051 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4736 ft
Lighting: Edge

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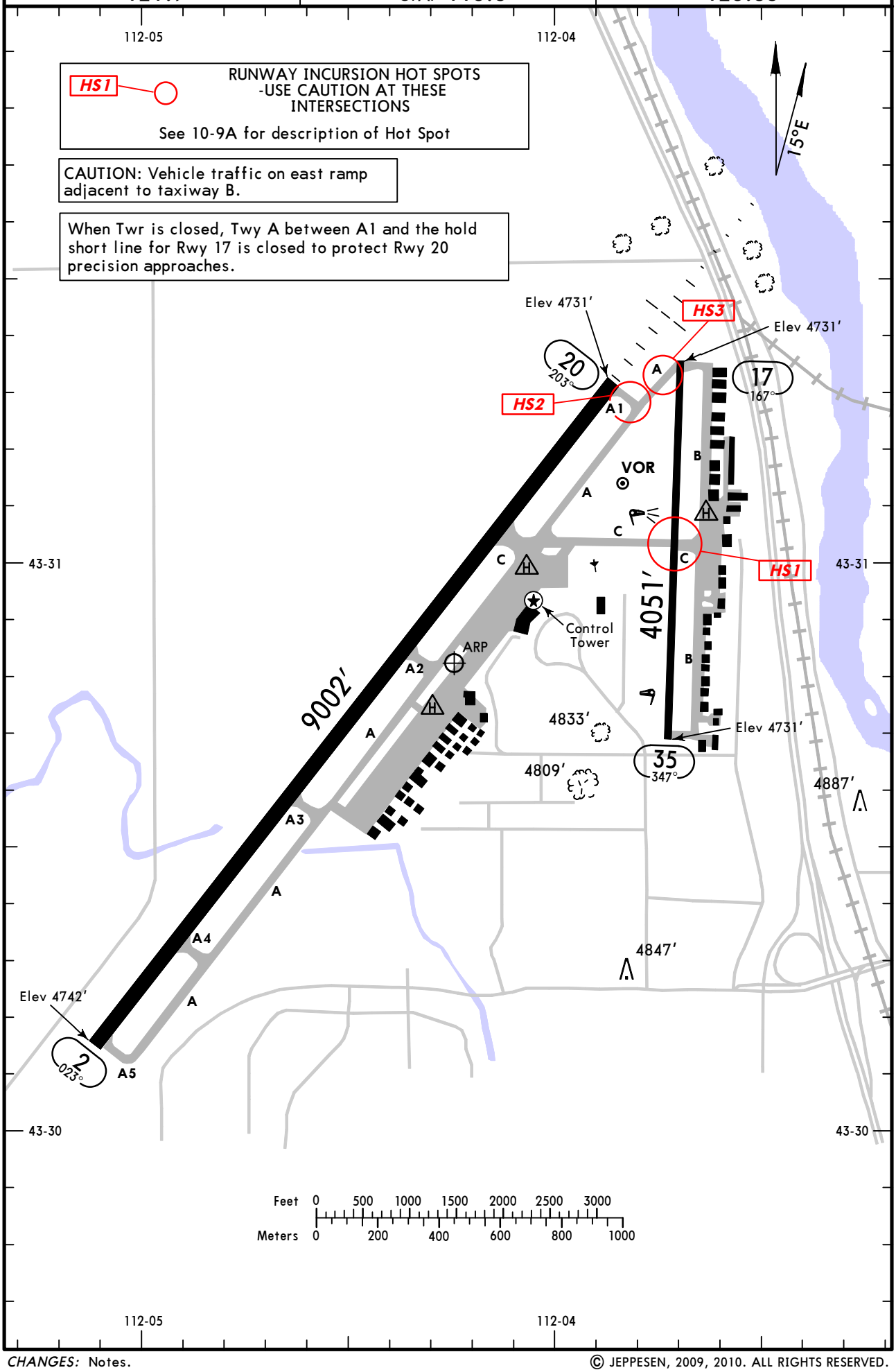
Communication Information

ASOS 135.325
Idaho Falls Tower 118.5 CTAF PCL
Idaho Falls Ground Control 121.7
Idaho Falls Clearance Delivery 121.7
Fanning Unicom 122.95
Boise Flight Service Station 122.55 RCO
Salt Lake City Center 128.35 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*IDAHO FALLS Clearance when Twr inop.	
135.32	121.7	SALT LAKE Center 128.35 / BOISE Radio 122.55

*Ground	*Tower	SALT LAKE Center (R)
121.7	CTAF 118.5	128.35



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GENERAL

24 HR prior permission required for unscheduled air carrier operations with more than 30 passenger seats.
Birds in vicinity of airport.
Extensive agricultural operations.
Aircraft operations be alert for possible incursions; no line of sight between runway ends.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ HIRL ❶ REIL VASI-L grooved				150′
20	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°) grooved RVR		8090′		

❶ Activate on 118.5 when Twr inop.

17	MIRL PAPI-L (angle 3.0°)				75′
35	MIRL PAPI-L (angle 3.5°)				

RUNWAY INCURSION HOT SPOT HS

For information only, not to be construed as ATC instructions.

HS 1 Rwy 17/35 Twy C hold bars. Pilots should use caution and look carefully for Rwy hold line when using Twy C. Rwy 17/35 does not have Rwy edge markings and can be mistaken for a Twy.

HS 2 Twy A-1 and Rwy 20 APCH hold bar. Aircraft departing Rwy 20 often miss left turn on A-1 and taxi past A-1 entrance. Do not mistake Rwy 20 APCH hold line on Twy A for entrance to Rwy 20.

HS 3 Rwy 17 and Twy A hold bar. Do not cross hold line for Rwy 17 without authorization.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

All aircraft departing IDA VOR R-160 clockwise R-040 climb on course. All others climb direct IDA VOR. Continue climb in IDA VOR holding pattern (hold south, left turns, 019° inbound) to cross IDA VOR at or above 7500′ before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 20	LOC (BACK CRS) Rwy 2 LOC Rwy 20 RNAV (RNP) Z Rwy 2 RNAV (RNP) Z Rwy 20	NDB Rwy 20 VOR Rwy 2	Authorized Only When Local Weather Available VOR Rwy 20 RNAV (GPS) Y Rwy 2 RNAV (GPS) Y Rwy 20
A	600-2	800-2		800-2
B				
C				
D				

AMEND 4

CHANGES: Alternate minimums.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN
4 FEB 11 (11-1)

IDAHO FALLS, IDAHO
LOC (BACK CRS) Rwy 2

BRIEFING STRIP ™

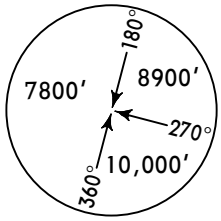
ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4744′
IIDA 111.1	023° (Front Crs 203°)	SWEDEN 6500′ (1756′)	5080′ (336′)	TDZE 4744′

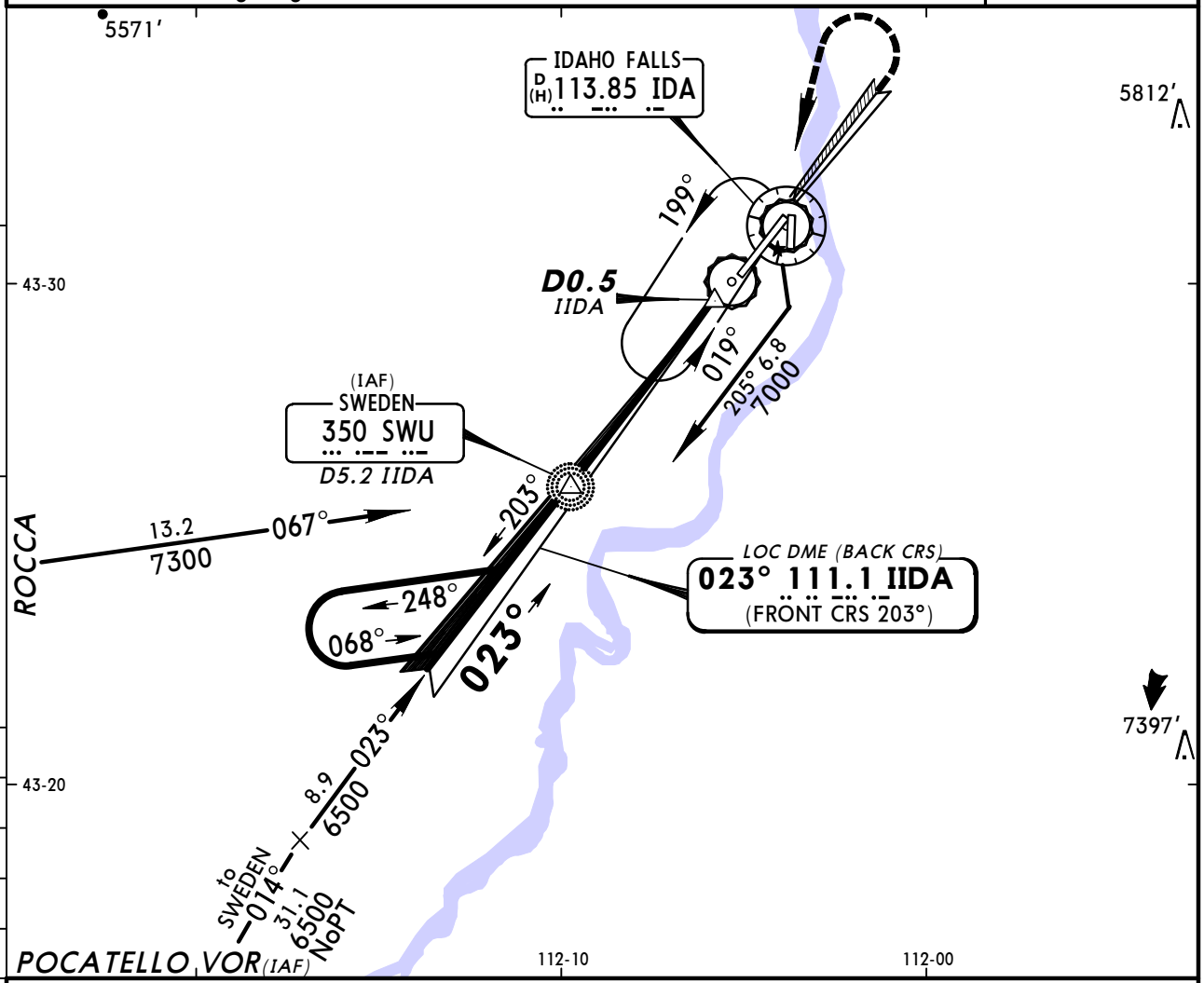
MISSED APCH: Climb to 6000′ then climbing LEFT turn to 7000′ direct IDA VOR and hold.

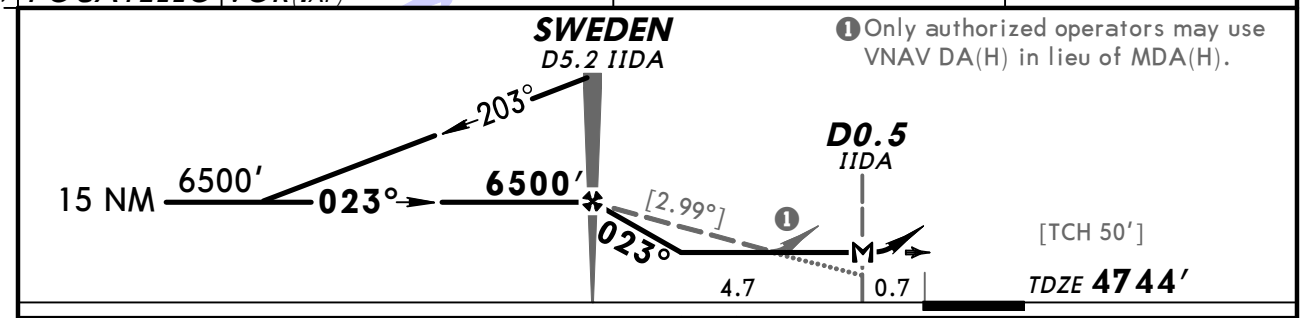
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Disregard glide slope indications.
3. Pilot controlled lighting 118.5.



MSA SWU NDB





Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at D0.5 IIDA or SWEDEN to MAP 4.7	4:02	3:08	3:49	2:21	2:01	1:46

REIL VASI-L	6000′	7000′ LT	D	IDA 113.85

STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
MDA(H) 5080′ (336′)		Max Kts	MDA(H)
A	1	90	5200′ (456′)-1
B		120	5220′ (476′)-1
C		140	5260′ (516′)-1½
D		165	5340′ (596′)-2

TERPS AMEND 6B

CHANGES: None.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

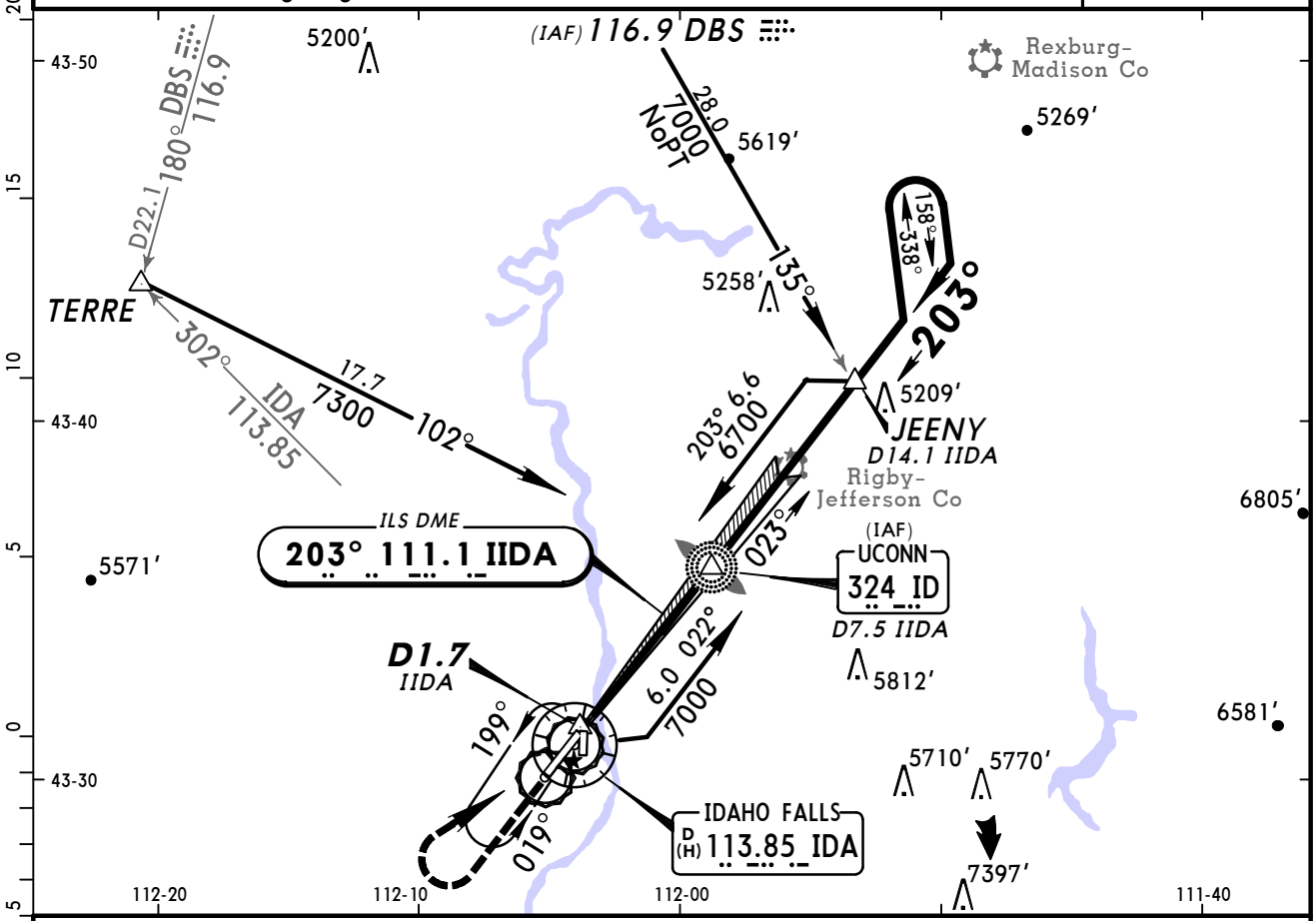
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4744′
IIDA 111.1	203°	UCONN 6670′ (1935′)	4935′ (200′)	TDZE 4735′

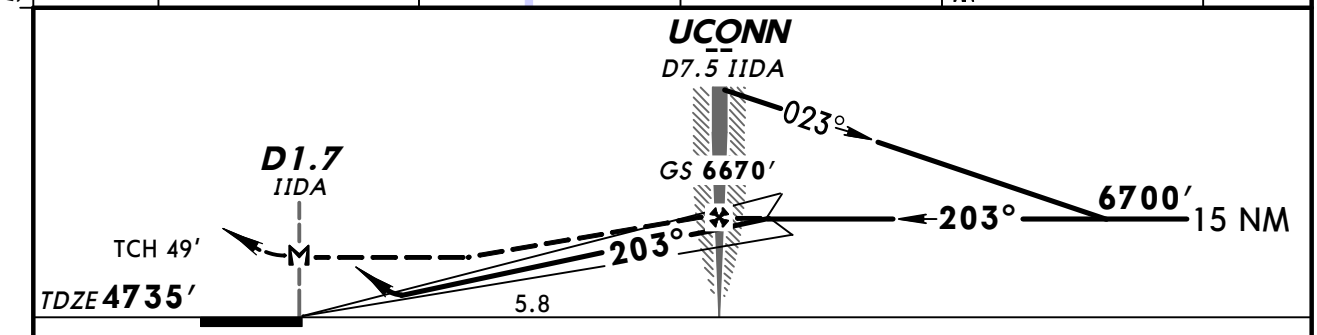
MISSED APCH: Climb to 7000′ then RIGHT turn direct IDA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.5.

MSA ID LOM: 140° 7900′; 010° 10,200′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.7 IIDA or UCONN to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR / PAPI | 7000′ | RT | D | IDA 113.85

STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 4935′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 5140′ (405′)	LOC RAIL out	LOC ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5200′ (456′) - 1
120	5220′ (476′) - 1
140	5220′ (476′) - 1½
165	5340′ (596′) - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11F 10 FEB 2011

CHANGES: MSA.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev / TDZE
Ch 97501 W-02A	023°	UGADE 6500′ (1756′)	4994′ (200′)	Apt Elev 4744′ TDZE 4744′

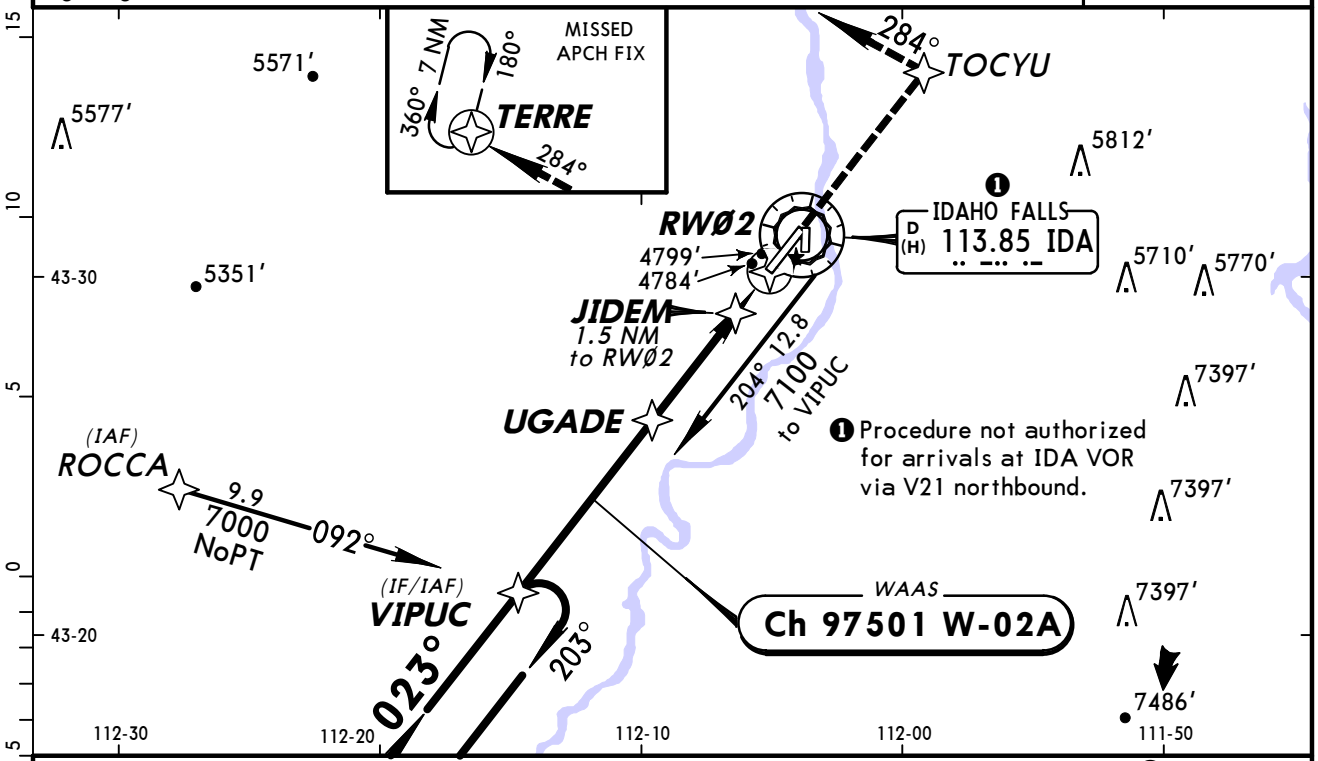
MISSED APCH: Climb to 7500′ direct TOCYU and LEFT turn on 284° track to TERRE and hold.

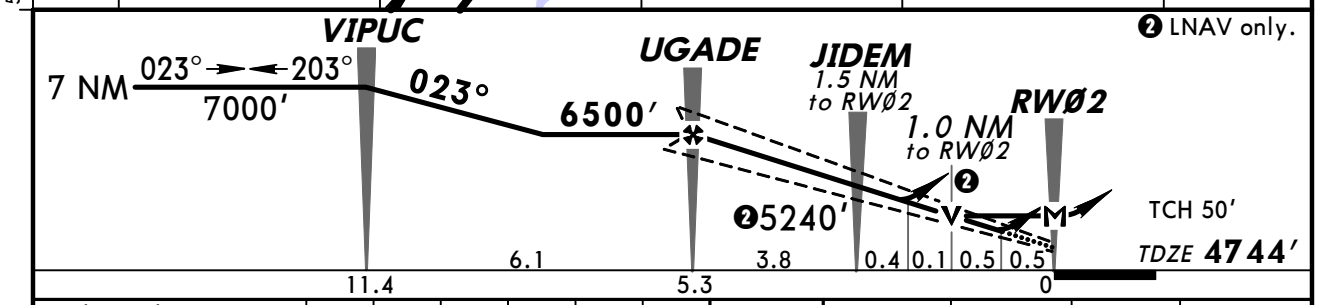
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rexburg altimeter setting. 2. VDP and Baro-VNAV not authorized when using Rexburg altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.5.

9000′

MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

REIL
VASI-L

7500′

TOCYU

STRAIGHT-IN LANDING RWY 2

With Local Altimeter Setting

	LPV DA(H) 4944′ (200′)	LNAV/VNAV DA(H) 5138′ (394′)	LNAV MDA(H) 5100′ (356′)
A	¾	1½	1
B			
C			
D			1¼

With Rexburg Altimeter Setting

	LPV DA(H) 5012′ (268′)	LNAV/VNAV DA(H) 5206′ (462′)	LNAV MDA(H) 5180′ (436′)
A	1	1½	1
B			
C			
D			1½

[1] CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	5200′ (456′)-1
120	5220′ (476′)-1
140	5260′ (516′)-1½
165	5340′ (596′)-2

With Rexburg Altimeter Setting

Max Kts	MDA(H)
90	5280′ (536′)-1
120	5300′ (556′)-1
140	5340′ (596′)-1½
165	5420′ (676′)-2¼

[1] Not Authorized at Night to Rwy 35 when VGSI Inop.

TERPS AMEND 1 23 SEP 2010

CHANGES: None.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN

10 DEC 10 (12-2)

IDAHO FALLS, IDAHO
RNAV (GPS) Y Rwy 20

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

WAAS	Final Apch Crs	Minimum Alt WOTES	LPV DA(H) (CONDITIONAL)	Apt Elev 4744'
Ch 40111 W-20A	203°	6700'(1965')	4935'(200')	TDZE 4735'

MISSED APCH: Climb to 7500' direct UGADE and on 247° track to ROCCA and hold.

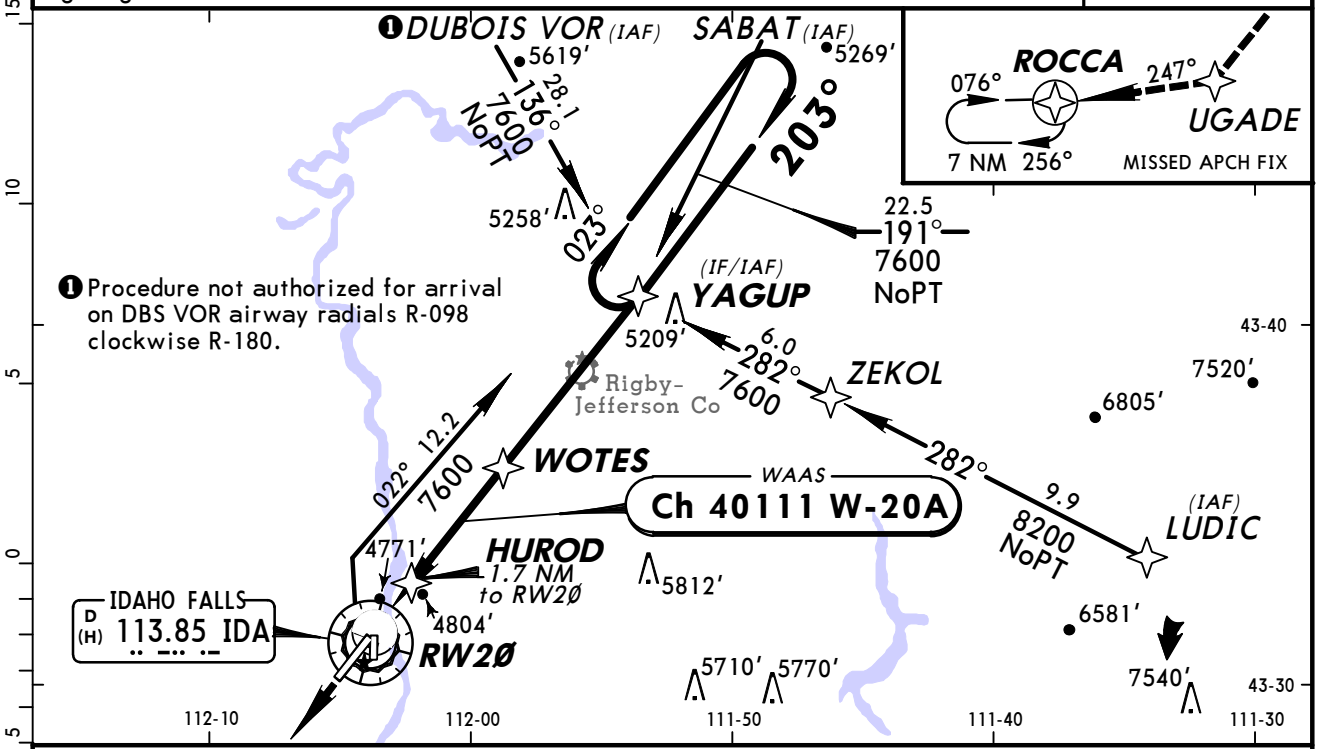
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Rexburg altimeter setting. 2. VDP and Baro-VNAV not authorized when using Rexburg altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.5.

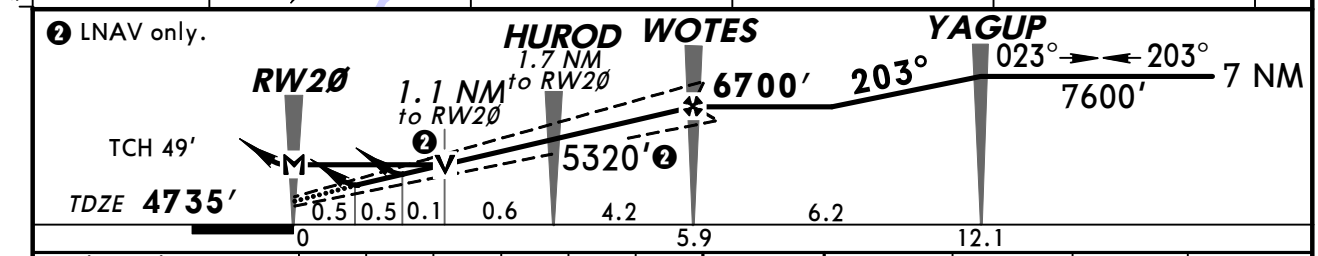
9200'

MSA RW20

BRIEFING STRIP ™



❶ Procedure not authorized for arrival on DBS VOR airway radials R-098 clockwise R-180.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW20						

MALSR PAPI 7500' UGADE

STRAIGHT-IN LANDING RWY 20
With Local Altimeter Setting

	LPV DA(H) 4935'(200')		LNAV/VNAV DA(H) 5092'(357')		LNAV MDA(H) 5140'(405')		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 35 when VGSI inop.

With Local Altimeter Setting

Max Kts	MDA(H)
90	5200'(456')-1
120	5220'(476')-1
140	5260'(516')-1½
165	5340'(596')-2

With Rexburg Altimeter Setting

	LPV DA(H) 5003'(268')		LNAV/VNAV DA(H) 5160'(425')		LNAV MDA(H) 5220'(485')		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 35 when VGSI inop.

With Rexburg Altimeter Setting

Max Kts	MDA(H)
90	5280'(536')-1
120	5300'(556')-1
140	5340'(596')-1½
165	5420'(676')-2¼

TERPS AMEND 1A 16 DEC 2010

CHANGES: VDP added.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN 24 JUN 11 (12-20)

IDAHO FALLS, IDAHO
RNAV (RNP) Z Rwy 2

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

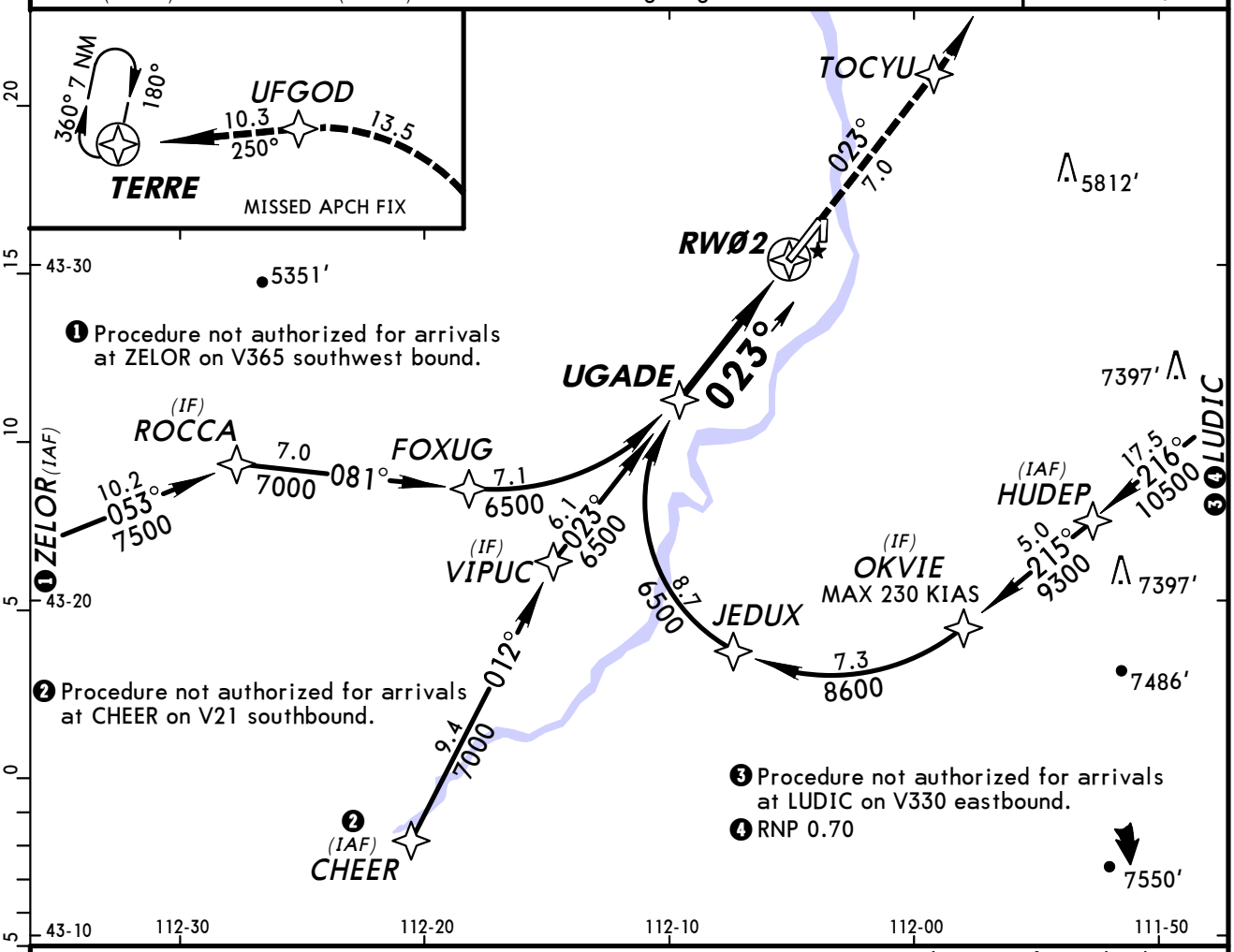
RNAV	Final Apch Crs	Minimum Alt UGADE	RNP 0.11 DA(H)	Apt Elev 4744' TDZE 4744'
	023°	6500'(1756')	5010'(266')	

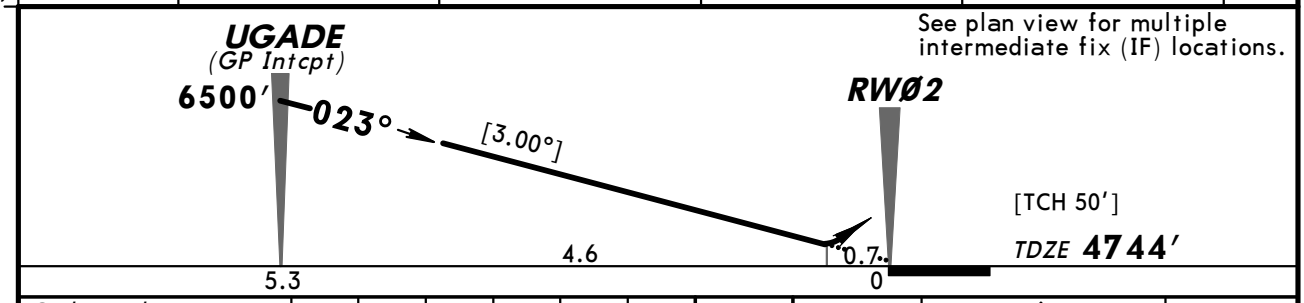
MISSED APCH: Climb to 7500' on 023° track to TOCYU, LEFT turn to UFGOD, then track 250° to TERRE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS and RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 39°C (102°F). 4. Pilot controlled lighting 118.5.

9000'
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L
7500' on 023° TOCYU

STRAIGHT-IN LANDING RWY 2

RNP 0.11 DA(H) 5010'(266')	RNP 0.30 DA(H) 5066'(322')
1	1

TERPS AMEND 0A 30 JUN 2011
A B C D

CHANGES: Procedure authorization note.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN

24 JUN 11 (12-21)

IDAHO FALLS, IDAHO
RNAV (RNP) Z Rwy 20

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

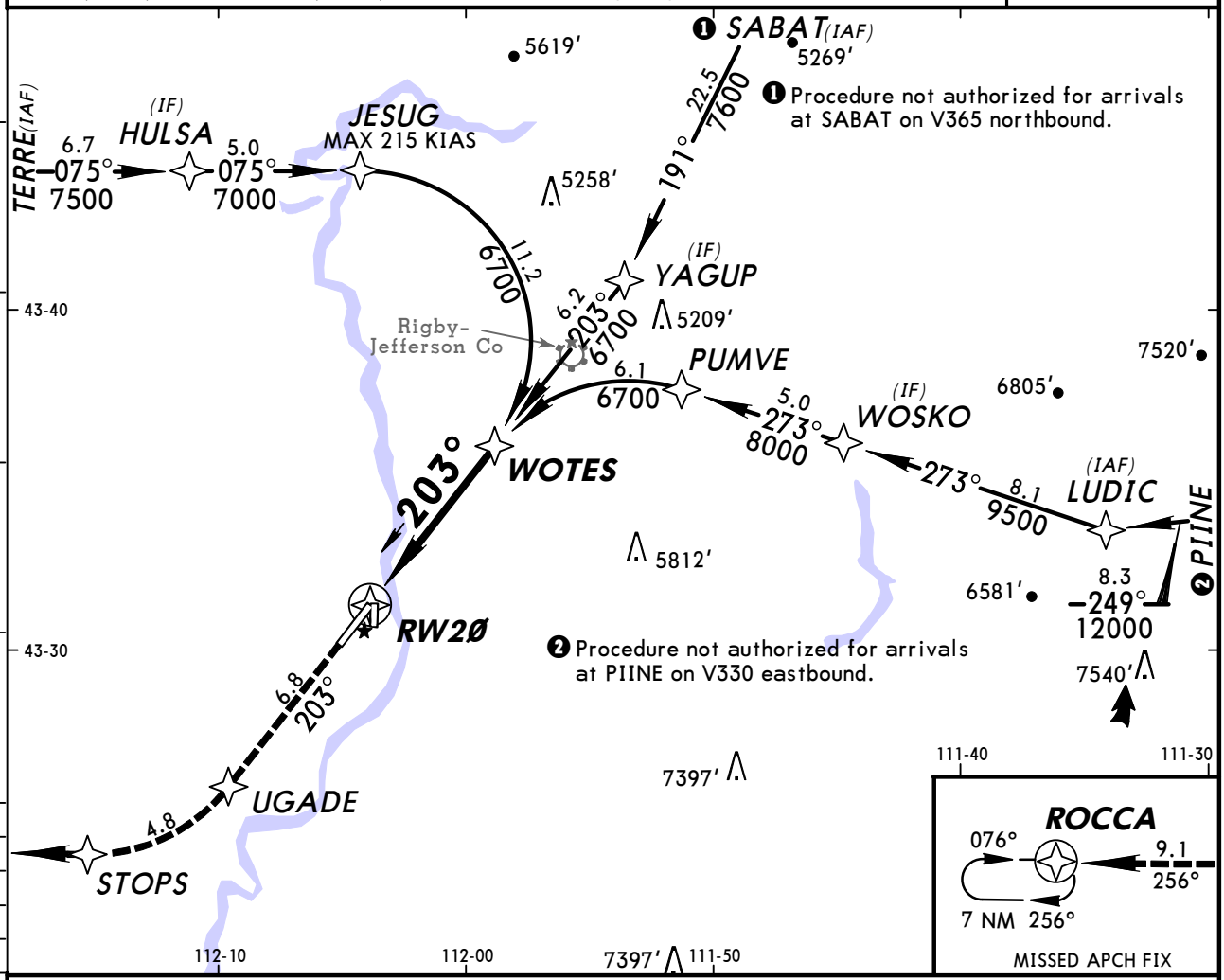
RNAV	Final Apch Crs	Minimum Alt WOTES	RNP 0.11 DA(H)	Apt Elev 4744′
	203°	6700′(1965′)	5008′(273′)	TDZE 4735′

MISSED APCH: Climb to 7500′ on 203° track to UGADE, RIGHT turn to STOPS, then track 256° to ROCCA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 39°C (102°F). 4. Pilot controlled lighting 118.5.

9200′
MSA RW20



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

7500′ on 203° UGADE

STRAIGHT-IN LANDING RWY 20

	RNP 0.11 DA(H) 5008′(273′)		RNP 0.30 DA(H) 5058′(323′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

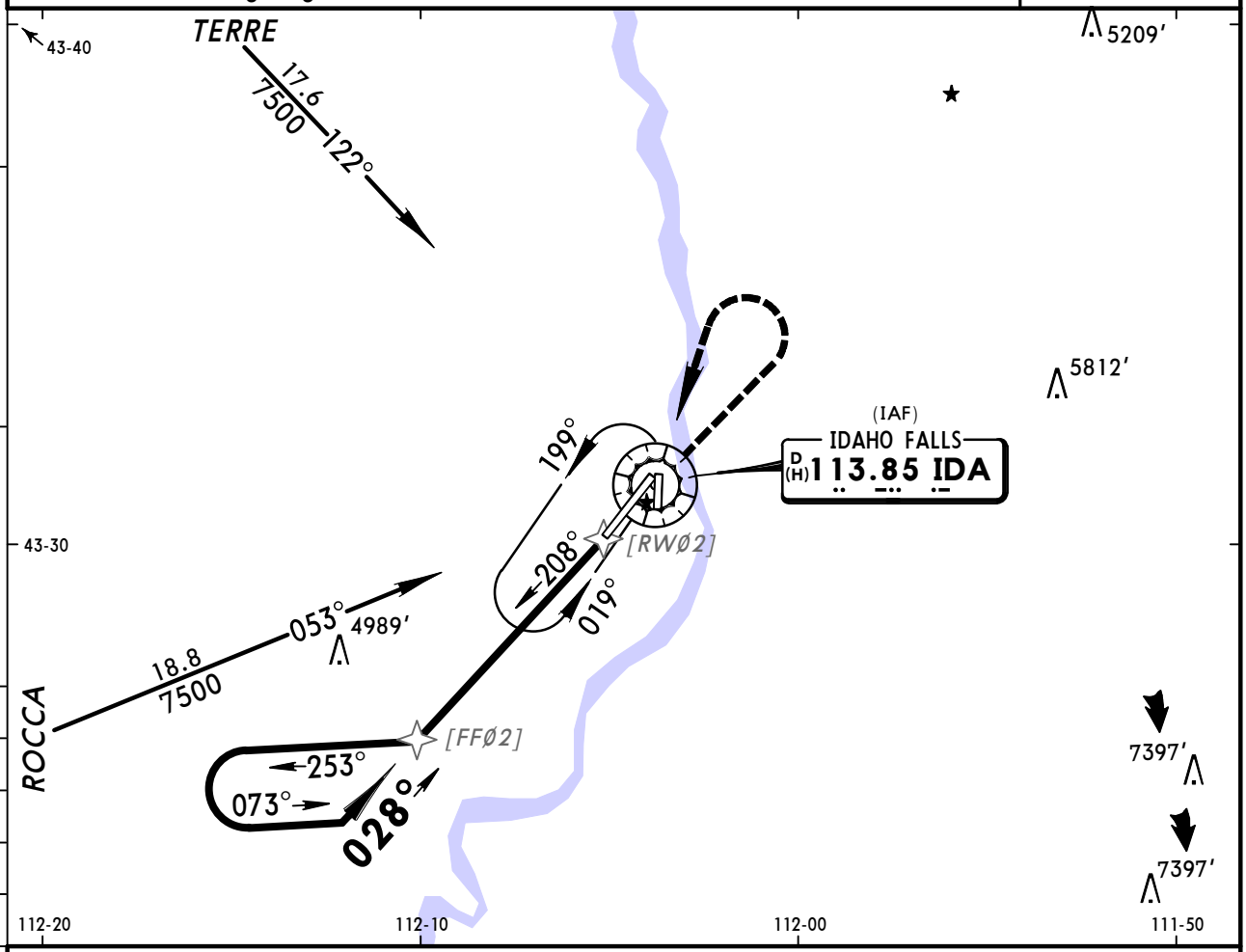
VOR IDA	Final Apch Crs	No FAF	MDA(H)	Apt Elev / TDZE
113.85	028°		5300′ (556′)	Apt Elev 4744′ TDZE 4744′

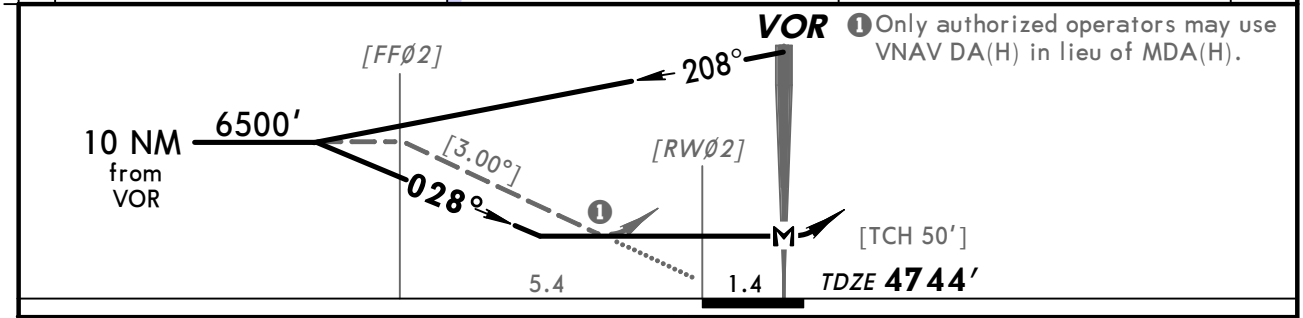
MISSED APCH: Climb to 6000′ then climbing LEFT turn to 7000′ direct IDA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.5.

MSA IDA VOR: 120° 7100′, 210° 9200′, 300° 8800′, 030° 7800′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL VASI-L	6000′	7000′ LT	D	IDA 113.85

STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
MDA(H) 5300′ (556′)		Max Kts	MDA(H)
A	1	90	5300′ (556′)-1
B		120	
C	1½	140	5300′ (556′)-1½
D	1¾	165	5340′ (596′)-2

TERPS AMEND 6B

CHANGES: None.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN

6 MAR 09 (13-2) Eff 12 Mar

IDAHO FALLS, IDAHO
VOR Rwy 20

ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

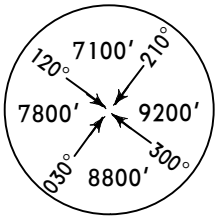
BRIEFING STRIP™

VOR IDA	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 4744′
113.85	192°		5400′ (665′)	TDZE 4735′

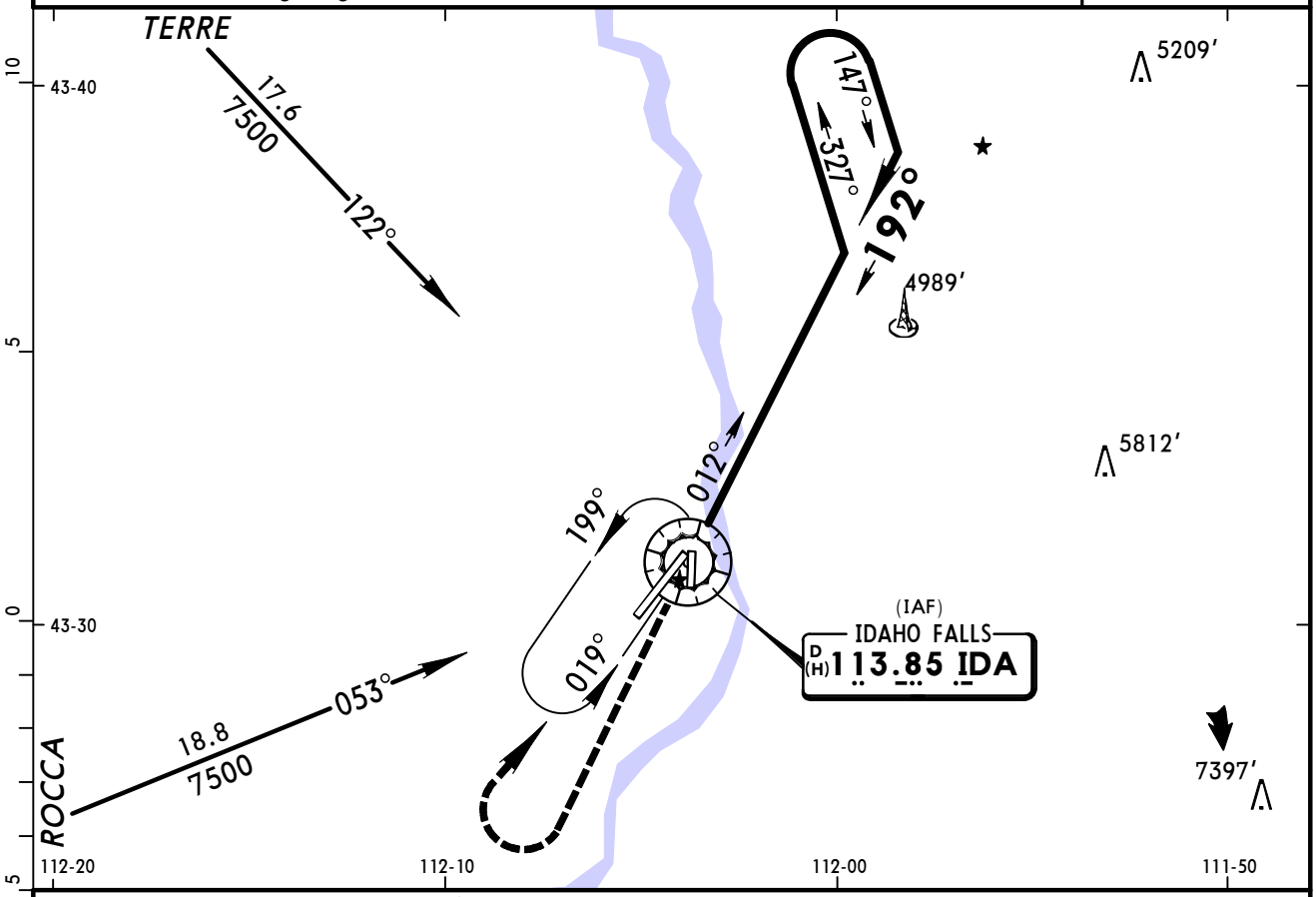
MISSED APCH: Climb to 7000′ then RIGHT turn direct IDA VOR and hold.

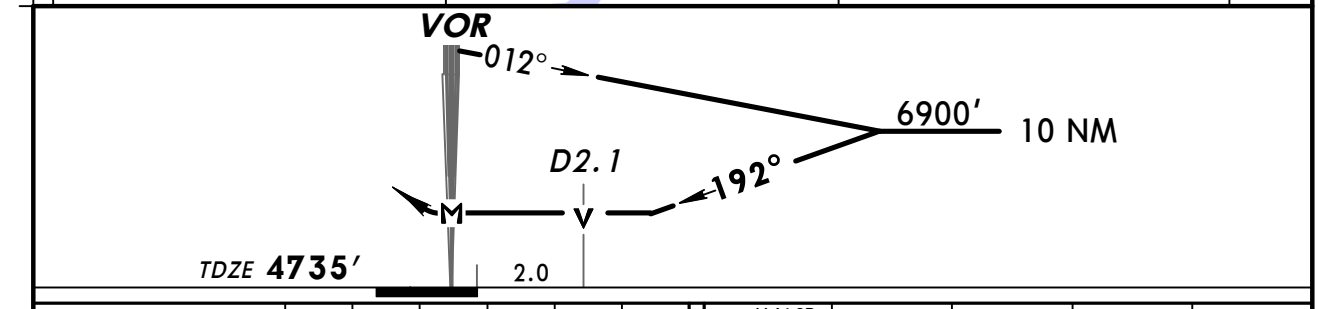
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Rexburg-Madison Co altimeter setting. 2. VDP not authorized when using Rexburg-Madison Co altimeter setting. 3. Pilot controlled lighting 118.5.



MSA IDA VOR





MAP at VOR	MALSR / PAPI	7000′	RT	D	IDA 113.85

	STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND Not Authorized at Night to Rwy 35 when VGSI inop.		
	MDA(H) 5400′ (665′) With Local Altimeter Setting			MDA(H) 5480′ (745′) With Rexburg-Madison Co Altimeter Setting				With Local Altimeter Setting MDA(H)	With Rexburg-Madison Co Altimeter Setting MDA(H)
		RAIL out	ALS out		RAIL out	ALS out	Max Kts		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	5400 (656′)-1	5480 (736′)-1
B				RVR 40 or 3/4	RVR 60 or 1 1/4		120		5480 (736′)-1 1/4
C	RVR 60 or 1 1/4	1 3/4		1 3/4	2 1/4		140	5400 (656′)-1 3/4	5480 (736′)-2 1/4
D	1 1/2	2		2	2 1/2		165	5400 (656′)-2	5480 (736′)-2 1/2

AMEND TERPS 10

CHANGES: Procedure.

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KIDA/IDA
IDAHO FALLS REGL

JEPPESEN
4 FEB 11 (16-1)

IDAHO FALLS, IDAHO
NDB Rwy 20

BRIEFING STRIP ™

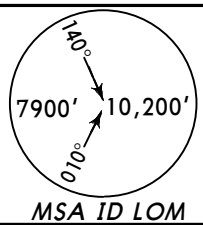
ATIS (ASOS when Twr inop)	SALT LAKE Center (R)	*IDAHO FALLS Tower	*Ground
135.32	128.35	CTAF 118.5	121.7

LOM ID	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 4744′
324	204°	6700′ (1965′)	5220′ (485′)	TDZE 4735′

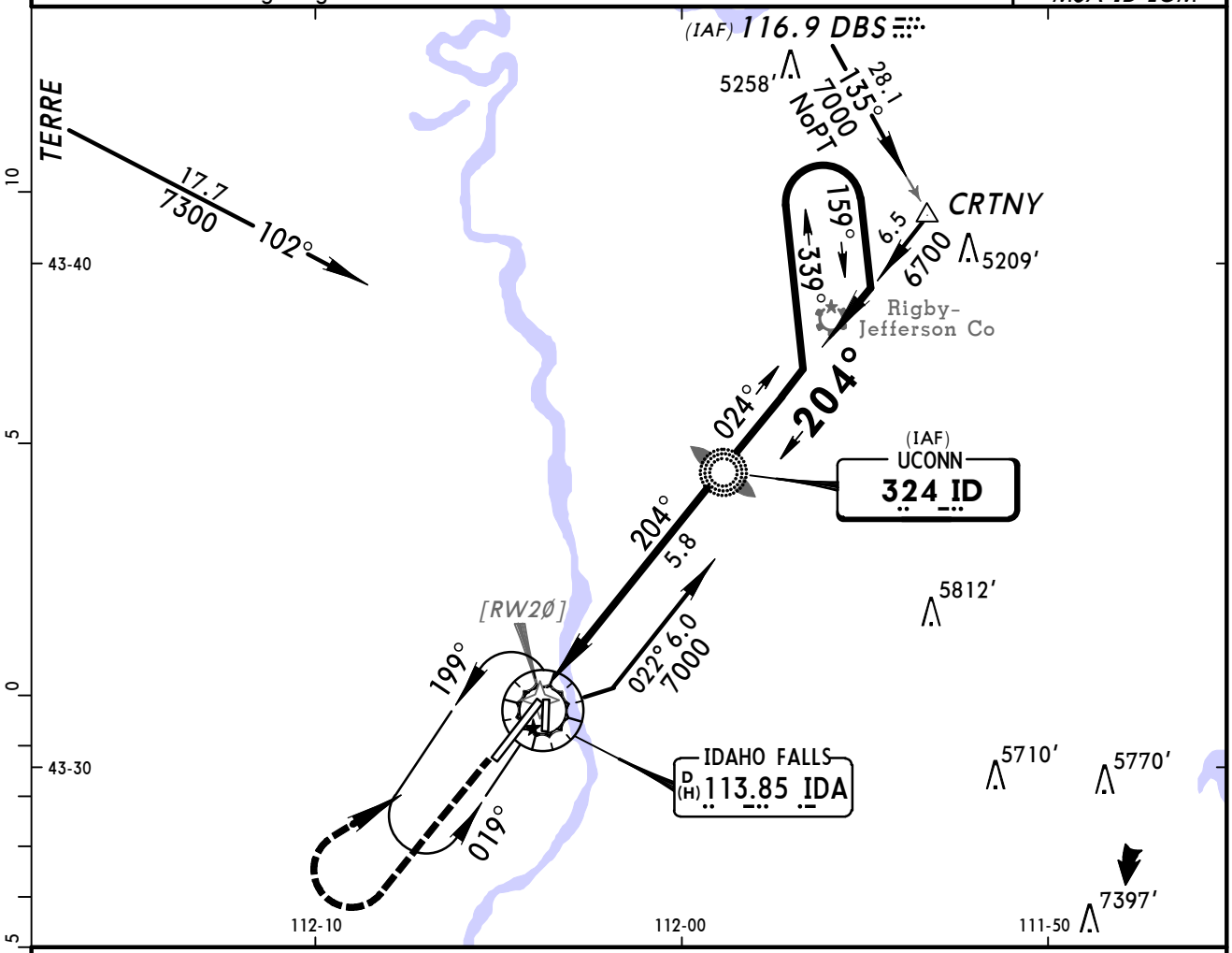
MISSED APCH: Climb to 7000′ then RIGHT turn direct IDA VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

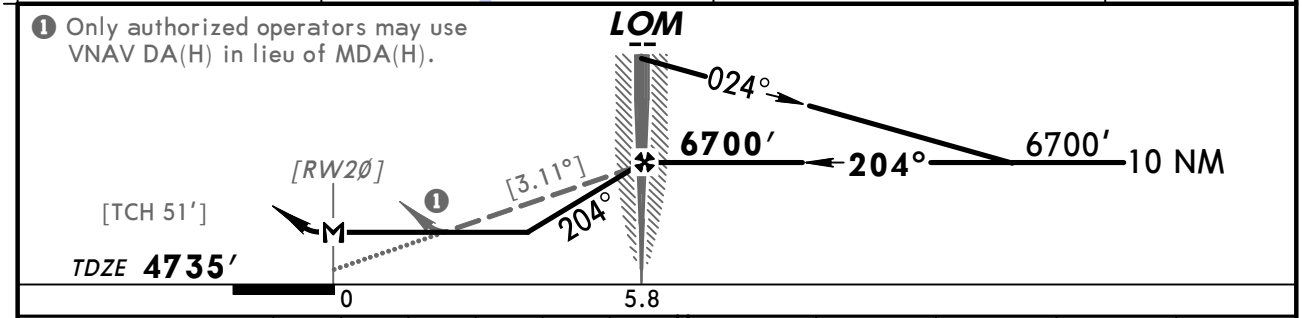
1. Pilot controlled lighting 118.5.



MSA ID LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.11°]		385	495	550	660	770	880
LOM to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI

7000′ ↑ | RT | D→ | IDA 113.85

STRAIGHT-IN LANDING RWY 20

MDA(H) 5220′ (485′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 60 or 1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	5220′ (476′)-1
120	
140	5260′ (516′)-1½
165	5340′ (596′)-2

TERPS AMEND 10D 10 FEB 2011

CHANGES: MSA.

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General Information

Location: Lewiston ID USA
IATA Code: LWS
Lat/Long: N46° 22.5' W117° 00.9'
Elevation: 1442 ft

Airport Use: Public
Magnetic Variation: 15.0°E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1431 Z
Sunset: 0131 Z,

Runway Information

Runway: 08
Length x Width: 6511 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1440 ft
Lighting: Edge, REIL

Runway: 12
Length x Width: 5002 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1415 ft
Lighting: Edge, REIL

Runway: 26
Length x Width: 6511 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1442 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 5002 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1442 ft
Lighting: Edge

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Communication Information

ASOS 135.575
Lewiston Tower 119.4 CTAF
Lewiston Ground Control 121.9
Lewiston-Nez Perce Co Unicom 122.95
Boise Flight Service Station 122.35 RCO
Seattle Center 123.95 Remote Communications Air-Ground

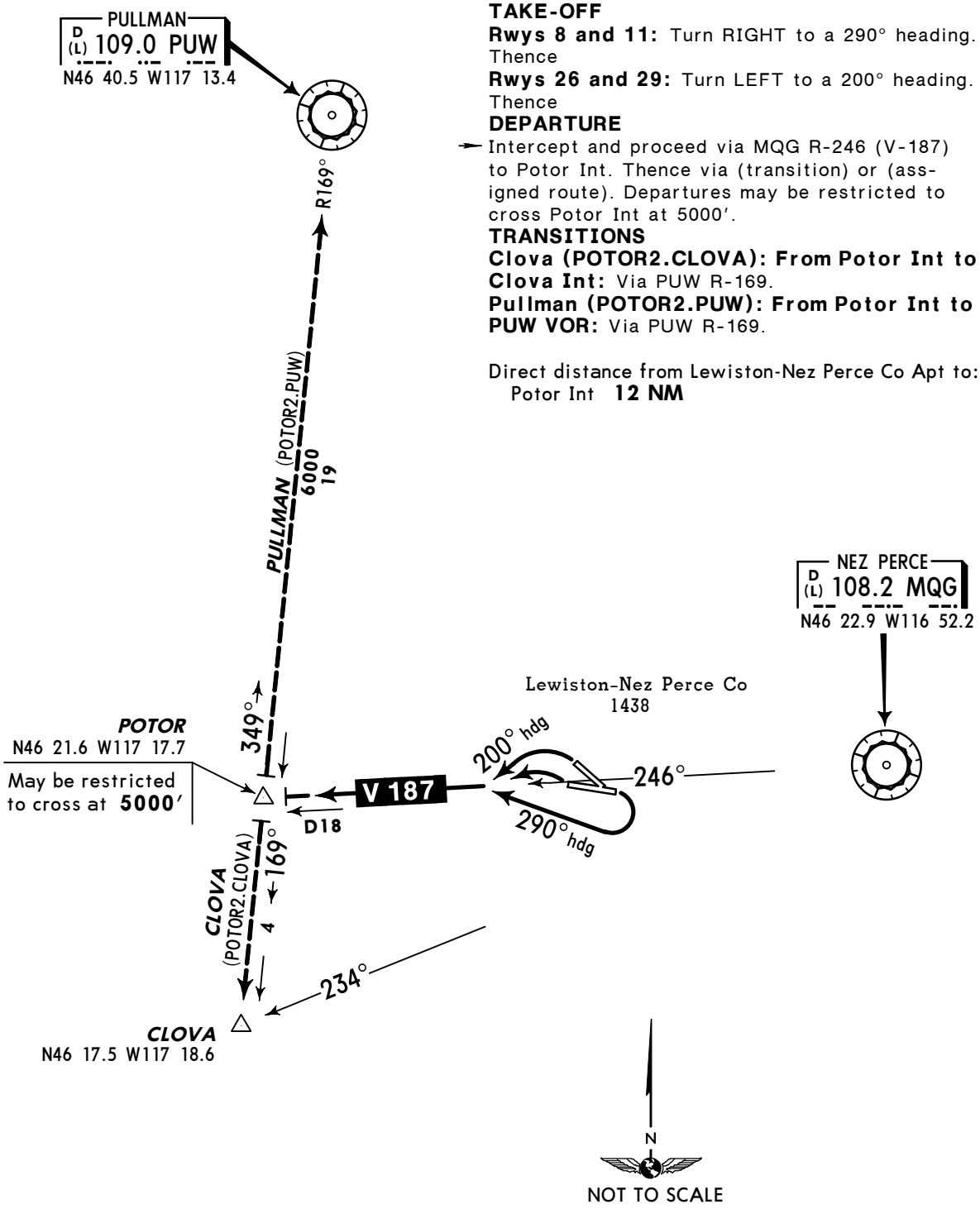
POTOR TWO DEPARTURE (POTOR2.POTOR) (PILOT NAV)

This SID requires minimum climb gradients of:
Rwys 8 & 11: 270′ per nm to 4700′ or 4600′ ceiling and three miles visibility.
Rwys 26 & 29: 300′ per nm to 4700′ or 4600′ ceiling and three miles visibility.

Gnd speed-Kts	75	100	150	200	250	300
270′ per nm	338	450	675	900	1125	1350
300′ per nm	375	500	750	1000	1250	1500

TAKE-OFF
Rwys 8 and 11: Turn RIGHT to a 290° heading. Thence
Rwys 26 and 29: Turn LEFT to a 200° heading. Thence
DEPARTURE
Intercept and proceed via MQG R-246 (V-187) to Potor Int. Thence via (transition) or (assigned route). Departures may be restricted to cross Potor Int at 5000′.
TRANSITIONS
Clova (POTOR2.CLOVA): From Potor Int to Clova Int: Via PUW R-169.
Pullman (POTOR2.PUW): From Potor Int to PUW VOR: Via PUW R-169.

Direct distance from Lewiston-Nez Perce Co Apt to:
Potor Int **12 NM**



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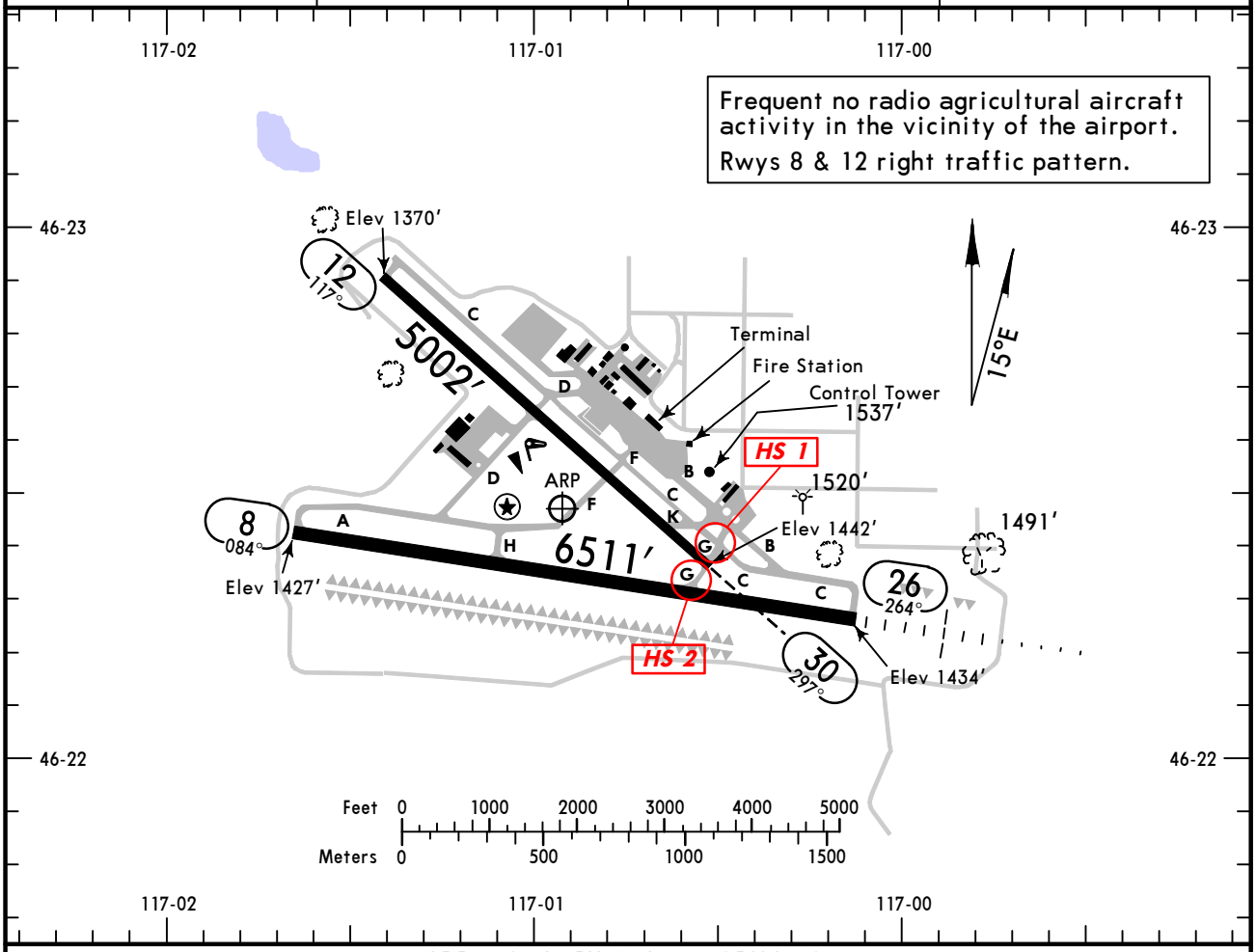
ASOS	*LEWISTON Ground	*Tower	SEATTLE Center
135.57	121.9	CTAF 119.4	123.95



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8	HIRL ❶ REIL VASI-L	porous friction course overlay				150′
26	HIRL ❶ MALSR PAPI-L (angle 3.0°)	porous friction course overlay		5609′		
12	MIRL ❶ REIL PAPI-L (angle 3.0°)	grooved				100′
30	MIRL VASI-R	grooved				

❶ Activate on 119.4 when Twr inop.

RUNWAY INCURSION HOT SPOTS

HS 1

For information only, not to be construed as ATC instructions.

HS 1 Twy C and Twy G intersection close proximity to Rwy 12-30.

HS 2 Multiple hold lines in close proximity between the Rwys. Pilots instructed to hold short of Rwy 30 on Twy G sometimes miss the first hold line.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP: Rwys 8, 12, 26, 30, turn left direct MQG VOR. Continue climb in holding pattern (hold west, left turns, 066° inbound) to cross MQG VOR at or above 3600′.

FOR FILING AS ALTERNATE

	ILS Rwy 26	RNAV (RNP) Z Rwy 8 RNAV (RNP) Z Rwy 12 RNAV (GPS) Y Rwy 12 RNAV (RNP) Z Rwy 26 RNAV (RNP) Rwy 30	VOR Rwy 26 RNAV (GPS) Y Rwy 8 RNAV (GPS) Y Rwy 26	VOR Rwy 8
A	600-2	800-2	800-2	1100-2
B				
C				1100-3
D			800-2¼	

AMEND 3

CHANGES: Hot spots added, buildings, ramp.

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BRIEFING STRIP™

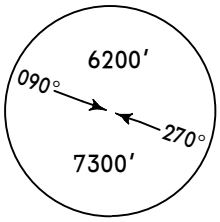
ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

LOC ILWS	Final Apch Crs	GS MANNO	ILS DA(H)	Apt Elev 1442′
109.7	264°	3391′ (1949′)	1642′ (200′)	TDZE 1442′

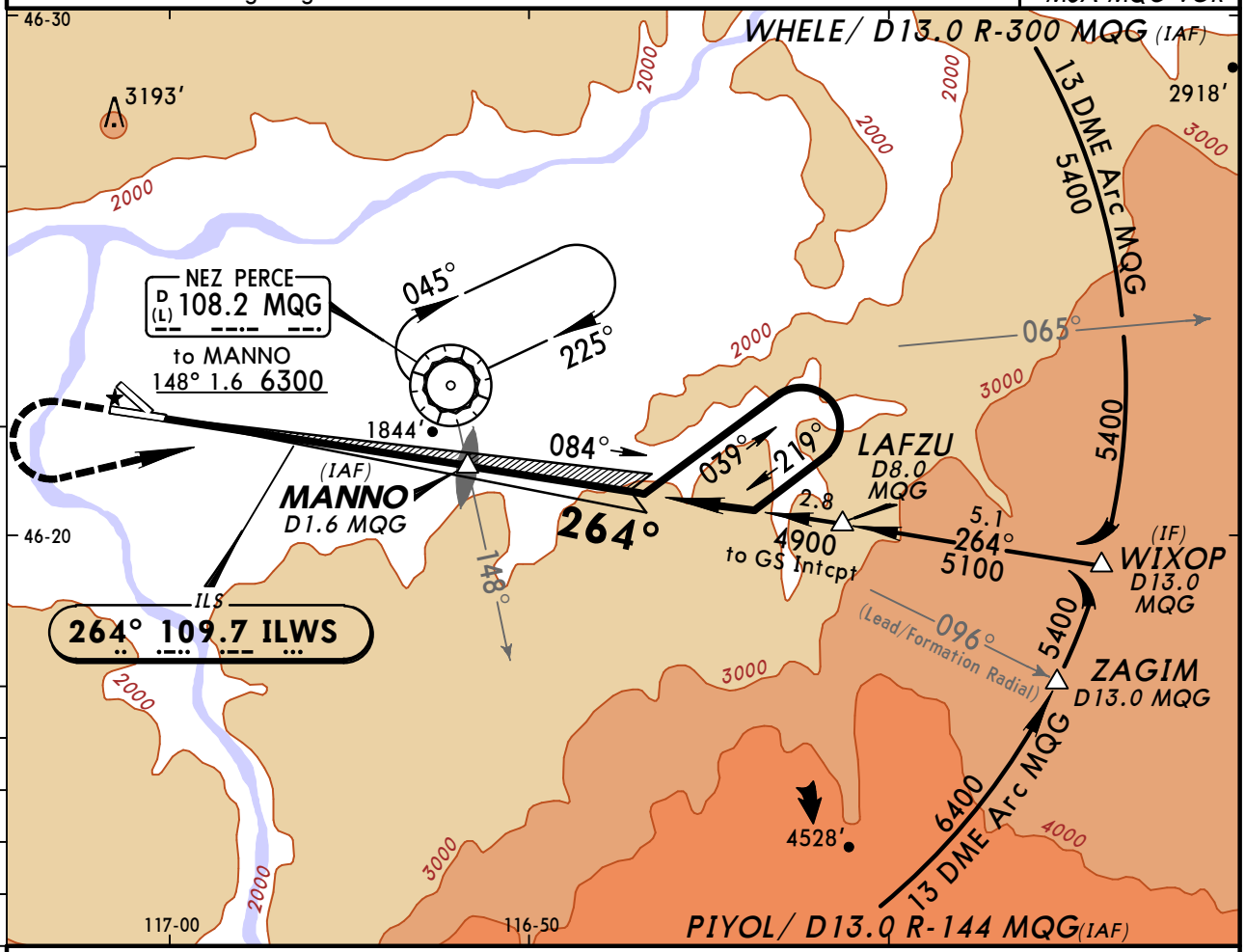
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 5300′ direct MQG VOR and hold, continue climb-in-hold to 5300′.

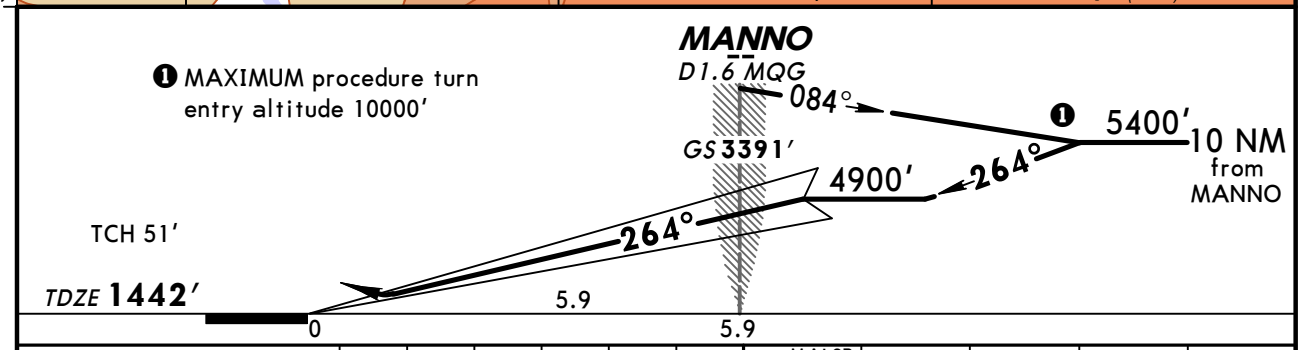
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. Autopilot coupled approaches not authorized below 2500′.
3. Pilot controlled lighting 119.4.



MSA MQG VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at DA							

MALSR PAPI | 3000′ | 5300′ LT | D | MQG 108.2

STRAIGHT-IN LANDING RWY 26

ILS

DA(H) 1642′ (200′)

	FULL	RAIL or ALS out
A	1/2	3/4
B		
C		
D		

TERPS AMEND 12A 29 JUL 2010

CHANGES: Contours.

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BRIEFING STRIP ™

ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

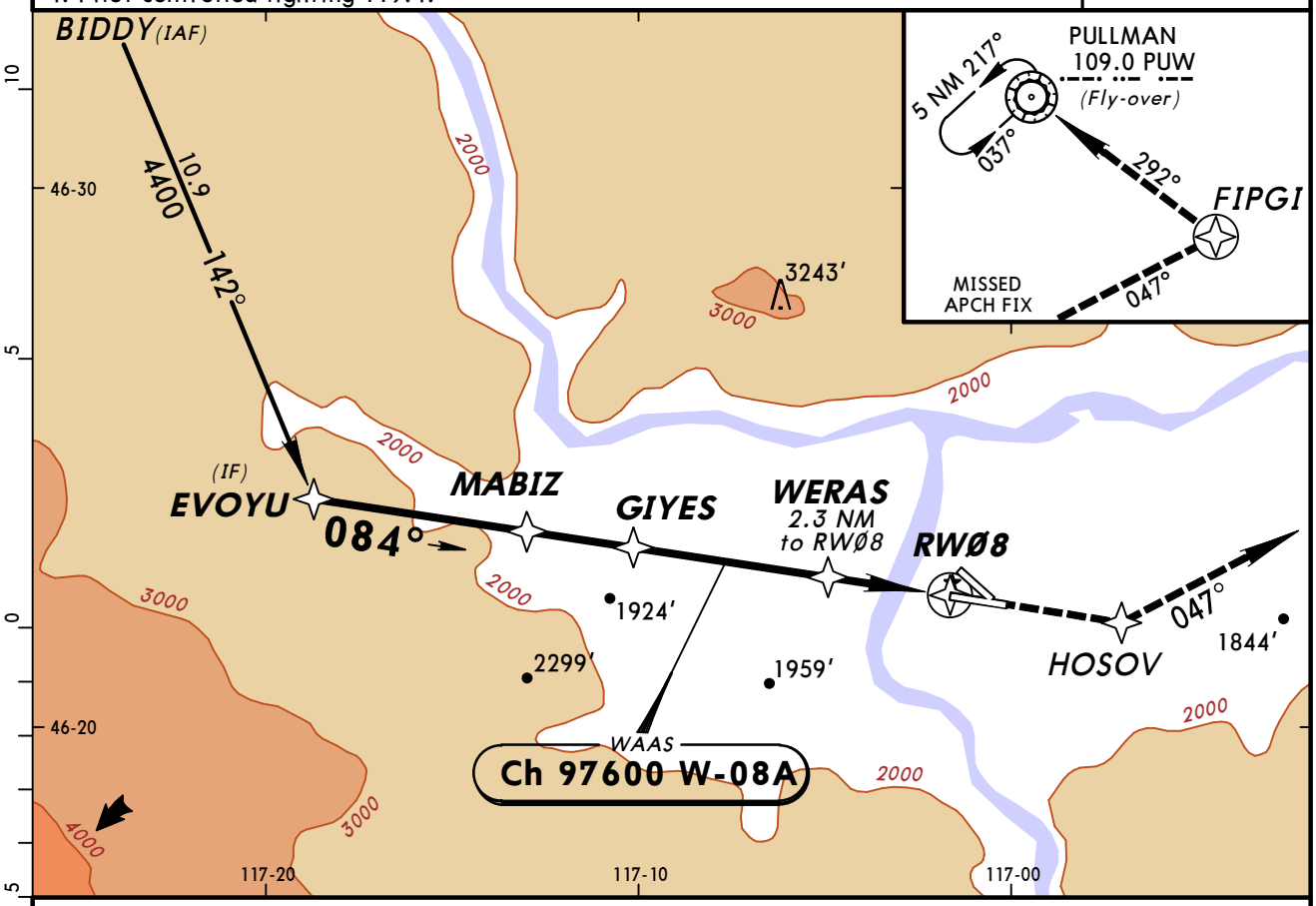
WAAS	Final Apch Crs	Minimum Alt GIYES	LPV DA(H)	Apt Elev 1442′
Ch 97600 W-08A	084°	3400′ (1960′)	1690′ (250′)	TDZE 1440′

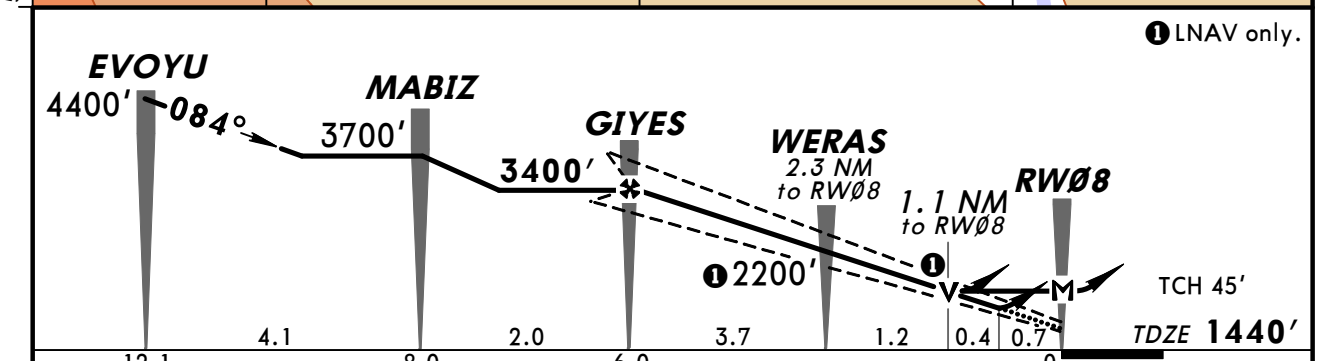
MISSED APCH: Climb to 6000′ direct HOSOV and via 047° track to FIPGI and LEFT turn via 292° track to PUW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized.
4. Pilot controlled lighting 119.4.

7600′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

REIL
VASI-L

6000′

HOSOV

STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 1690′ (250′)	LNAV/VNAV DA(H) 1831′ (391′)	LNAV MDA(H) 1820′ (380′)
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1900′ (458′) -1
120	1920′ (478′) -1
140	1960′ (518′) -1½
165	2160′ (718′) -2¼

TERPS AMEND 1A 3 JUN 2010

CHANGES: None.

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LEWISTON, IDAHO
RNAV (GPS) Y Rwy 12

ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

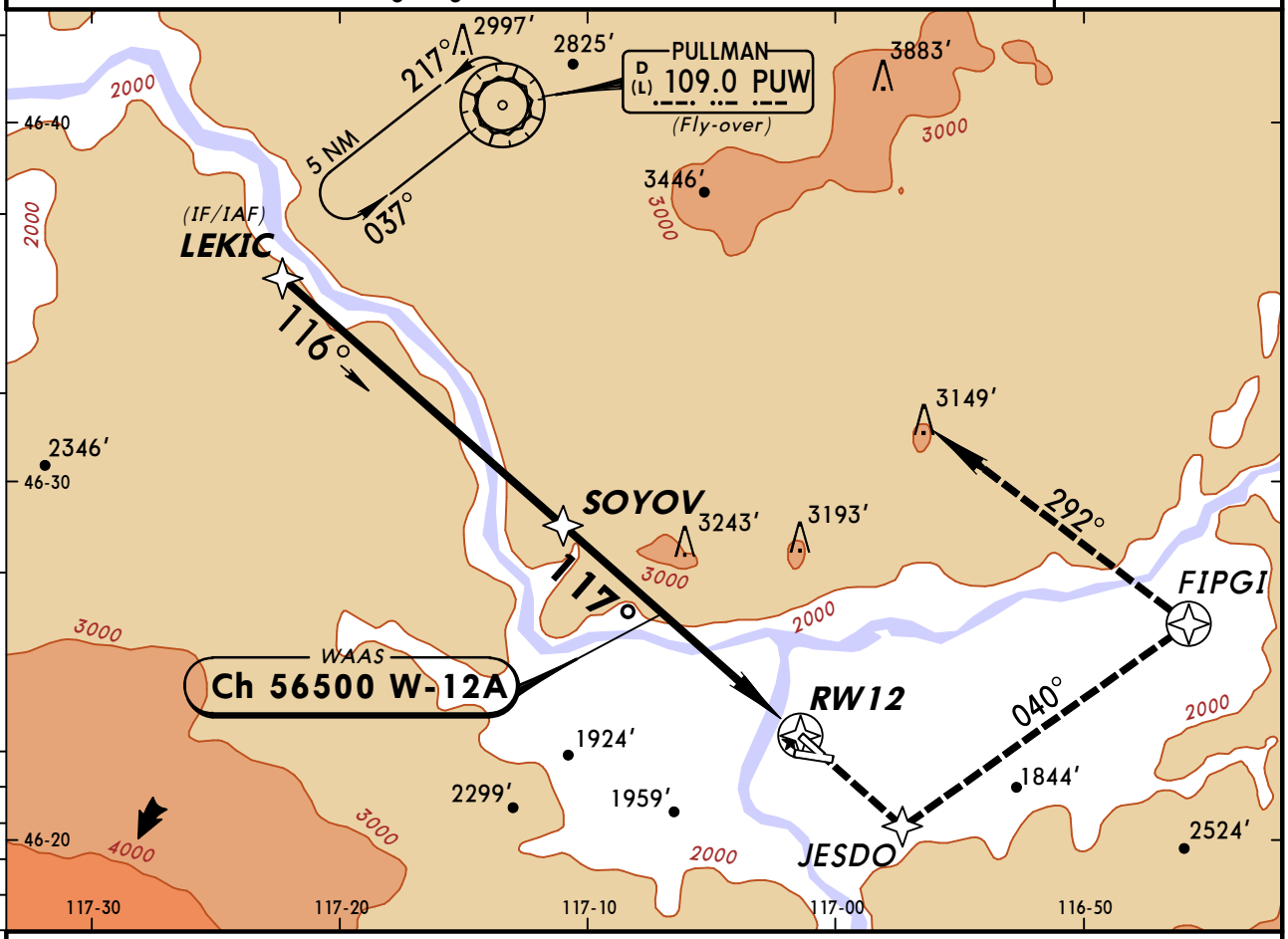
WAAS	Final Apch Crs	Minimum Alt SOYOV	LPV DA(H)	Apt Elev 1442′
Ch 56500 W-12A	117°	4300′ (2885′)	1748′ (333′)	TDZE 1415′

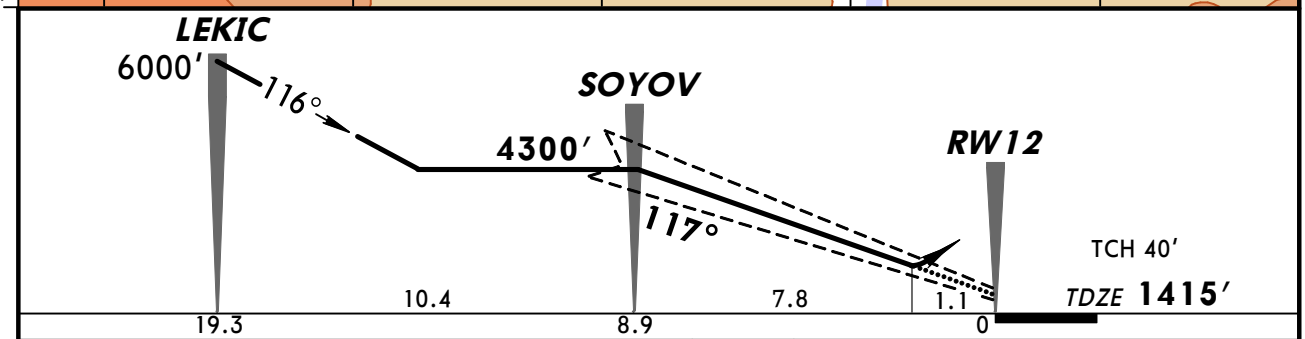
MISSED APCH: Climb to 6000′ direct JESDO and via 040° track to FIPGI and LEFT turn via 292° track to PUW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.4.

7600′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

6000′

JESDO

STRAIGHT-IN LANDING RWY 12
LPV
DA(H) 1748′ (333′)

A	1¼
B	
C	
D	

BRIEFING STRIP ™

TERPS AMEND 1B 29 JUL 2010

CHANGES: Minimums.

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ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1442′
Ch 78012 W-26A	264°	JANIG 4700′(3258′)	1642′(200′)	TDZE 1442′

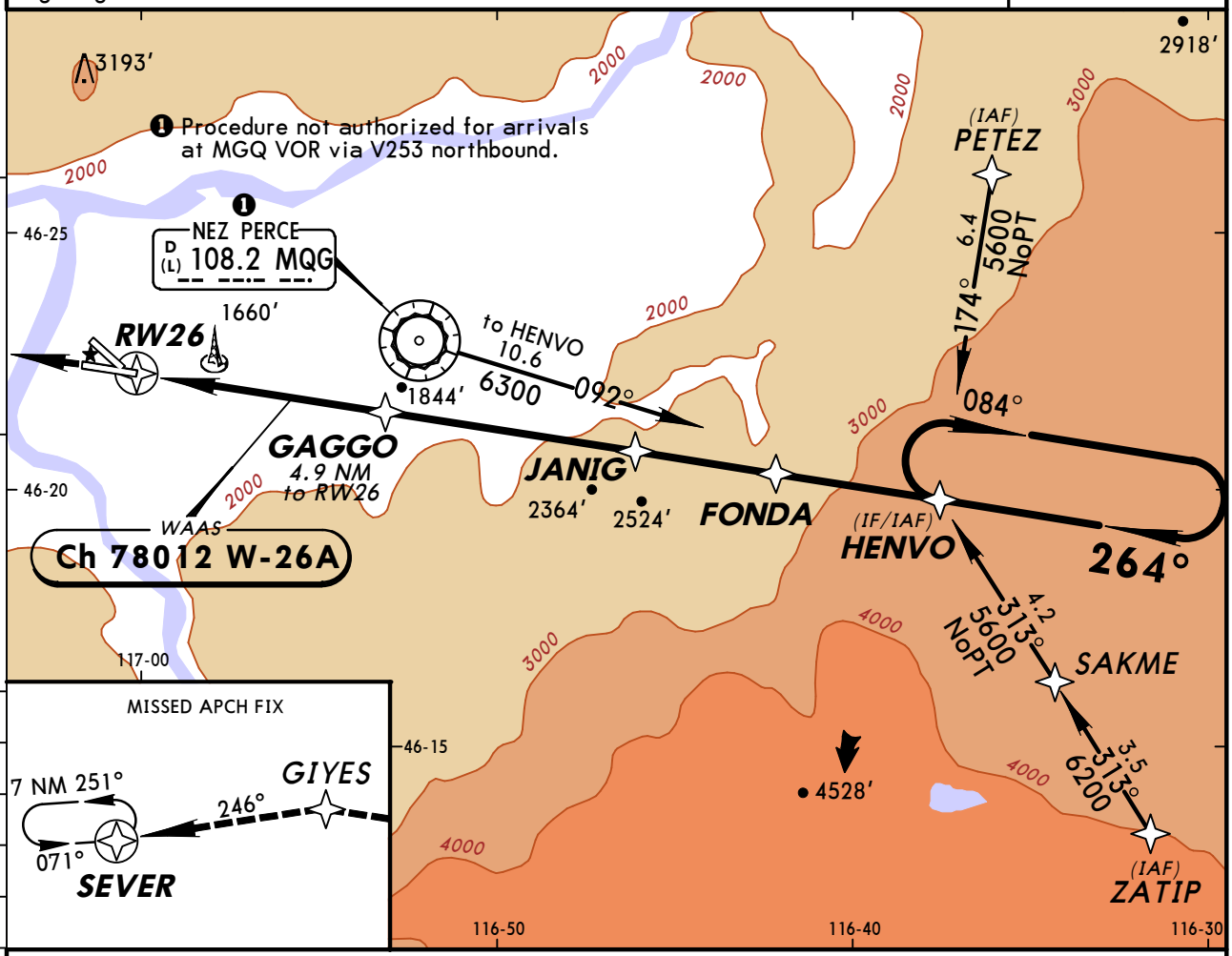
MISSED APCH: Climb to 7000′ direct GIYES and via 246° track to SEVER and hold, continue climb-in-hold to 7000′.

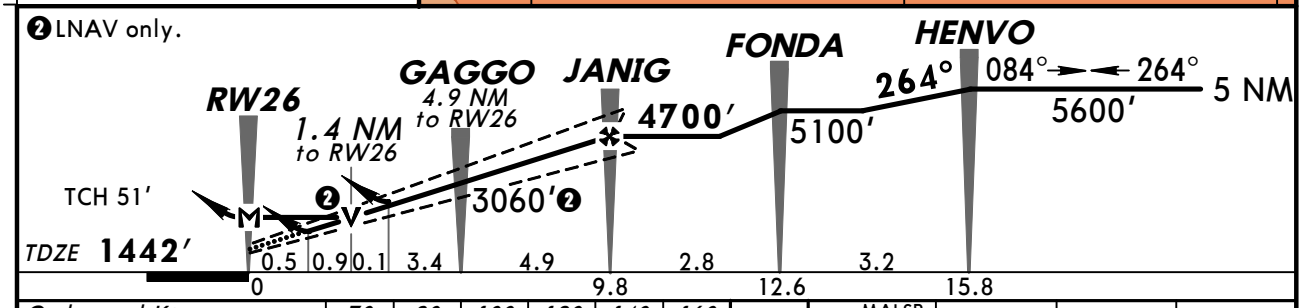
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 119.4.

7600′
MSA RW26

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW26							

MALSR
PAPI
7000′
GIYES

STRAIGHT-IN LANDING RWY 26

	LPV DA(H)1642′(200′) RAIL or ALS out		LNAV/VNAV DA(H)1962′(520′) RAIL or ALS out		LNAV MDA(H)1920′(478′) RAIL out	ALS out
A	½	¾	1¼	1¾	½	¾	1
B						
C					¾	1¼
D					1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1920′(478′)-1
120	
140	1960′(518′)-1½
165	2160′(718′)-2¼

TERPS AMEND OA 3 JUN 2010

CHANGES: Procedure title.

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BRIEFING STRIP ™

ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

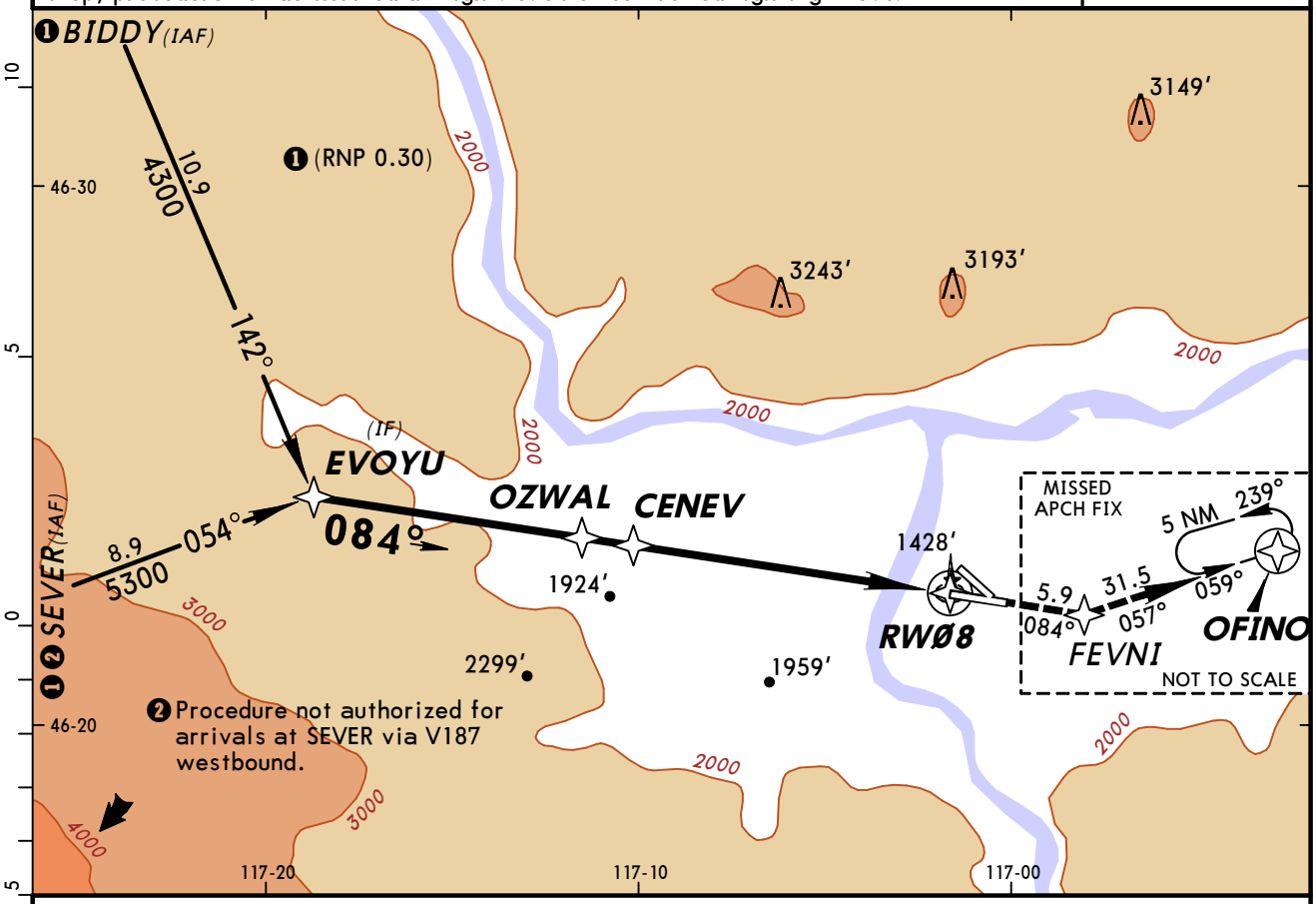
RNAV	Final Apch Crs	Minimum Alt CENEV	RNP 0.30 DA(H)	Apt Elev 1442′ TDZE 1440′
	084°	3400′ (1960′)	1752′ (312′)	

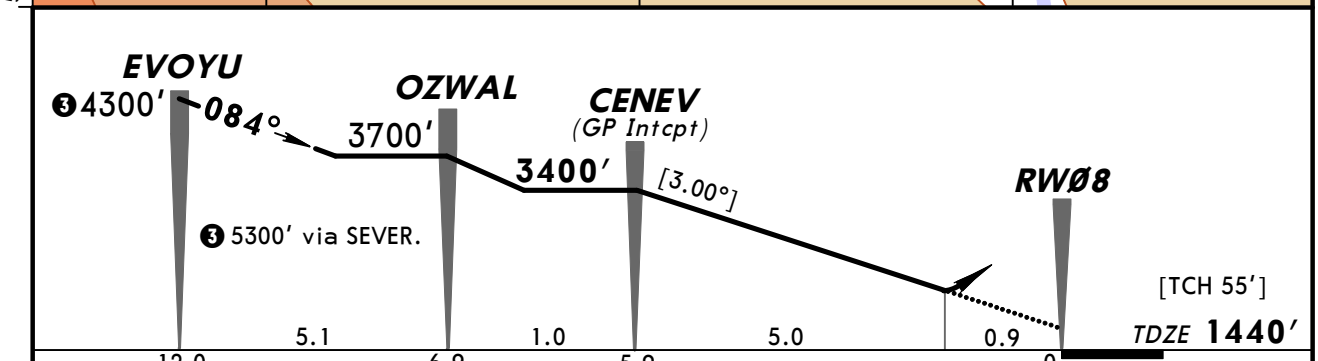
MISSED APCH: Climb to 6000′ via 084° track to FEVNI and via 057° track to OFINO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (3°F) or above 46°C (115°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night. 6. Pilot controlled lighting 119.4.

7700′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L

6000′ via 084° FEVNI

1 STRAIGHT-IN LANDING RWY **8**
RNP 0.30
DA(H) **1752′** (312′)

A	
B	
C	1
D	

1 Not authorized at night when VGSI INOP.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 1442′
	117°	NILDE 3900′ (2485′)	(CONDITIONAL) 1683′ (268′)	TDZE 1415′

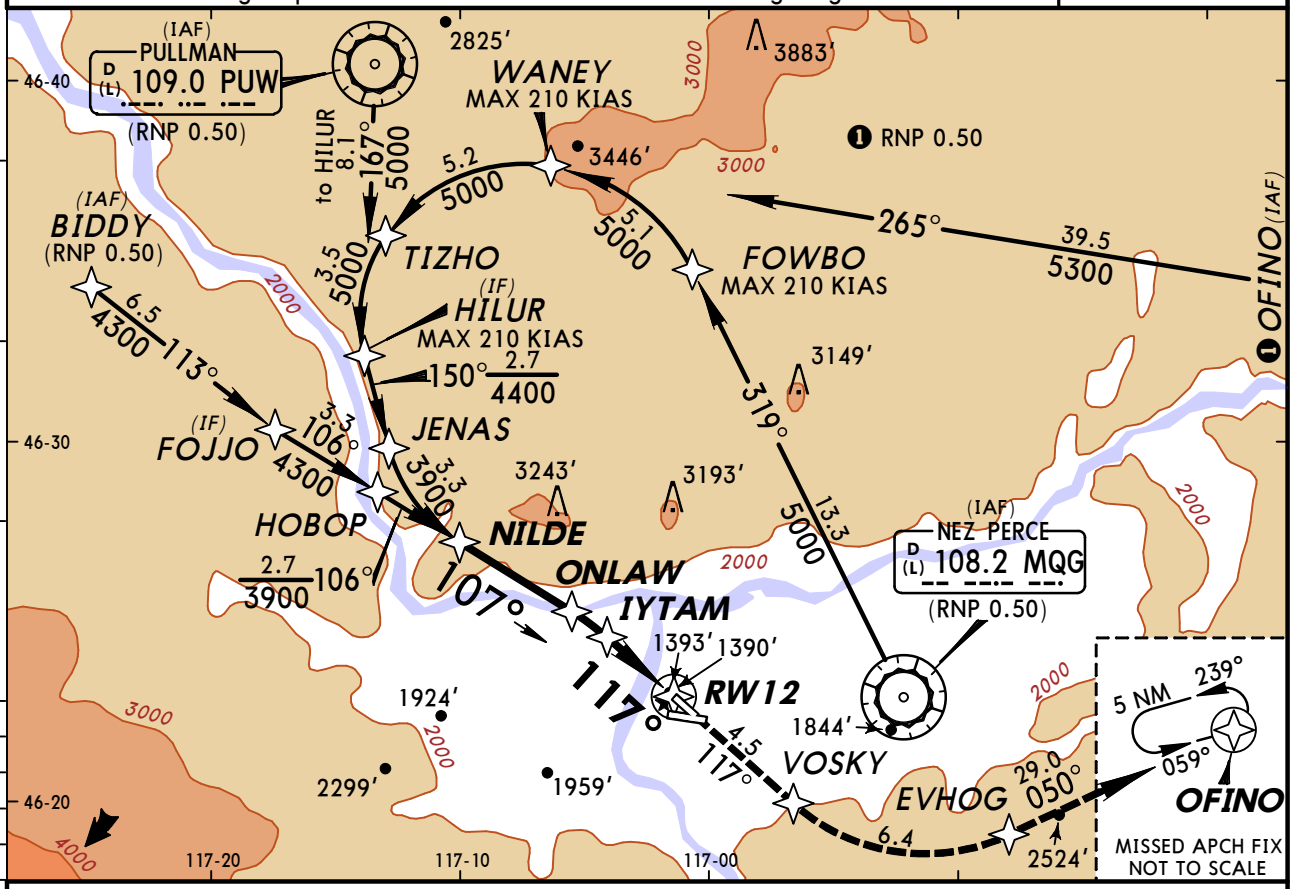
BRIEFING STRIP ™

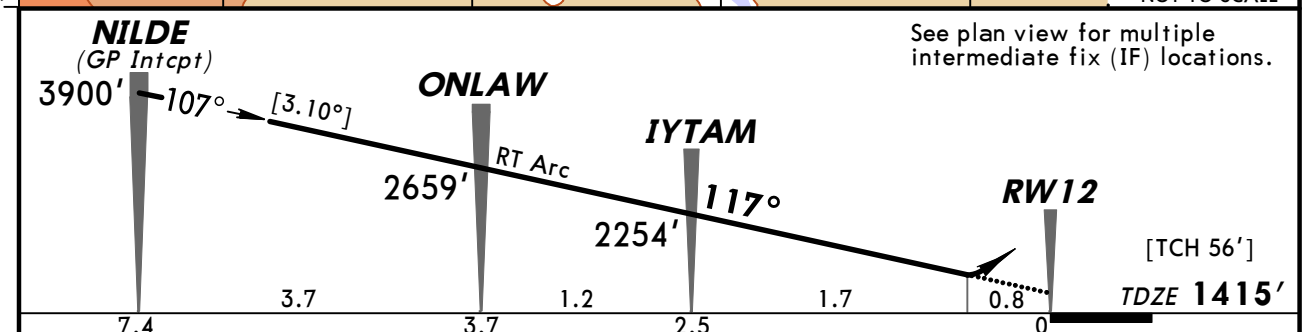
MISSED APCH: Climb to 6000′ via 117° track to VOSKY and via LEFT turn to EVHOG and via 050° track to OFINO and hold.

7700′
MSA RW12

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (3°F) or above 36°C (98°F). 4. Procedure not authorized at night.
5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.4.





See plan view for multiple intermediate fix (IF) locations.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at DA						

REIL
PAPI-L

6000′ via 117° VOSKY

STRAIGHT-IN LANDING RWY 12

	DAY		NIGHT
	1 RNP 0.30 DA(H) 1683′ (268′)	RNP 0.30 DA(H) 1887′ (472′)	
A	1	1¾	NA
B			
C			
D			

1 Missed approach requires minimum climb of 260′/NM to 3400′

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KLWS/LWS -NEZ PERCE CO

JEPPESEN 24 JUN 11 (12-22)

LEWISTON, IDAHO RNAV (RNP) Z Rwy 26

BRIEFING STRIP ™

ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

RNAV	Final Apch Crs	Minimum Alt CUBLU	RNP 0.20 DA(H)	Apt Elev 1442′
	264°	3400′ (1958′)	1715′ (273′)	TDZE 1442′

MISSED APCH: Climb to 7000′ via track 264° to CENEV and via track 246° to SEVER and hold, continue climb-in-hold to 7000′.

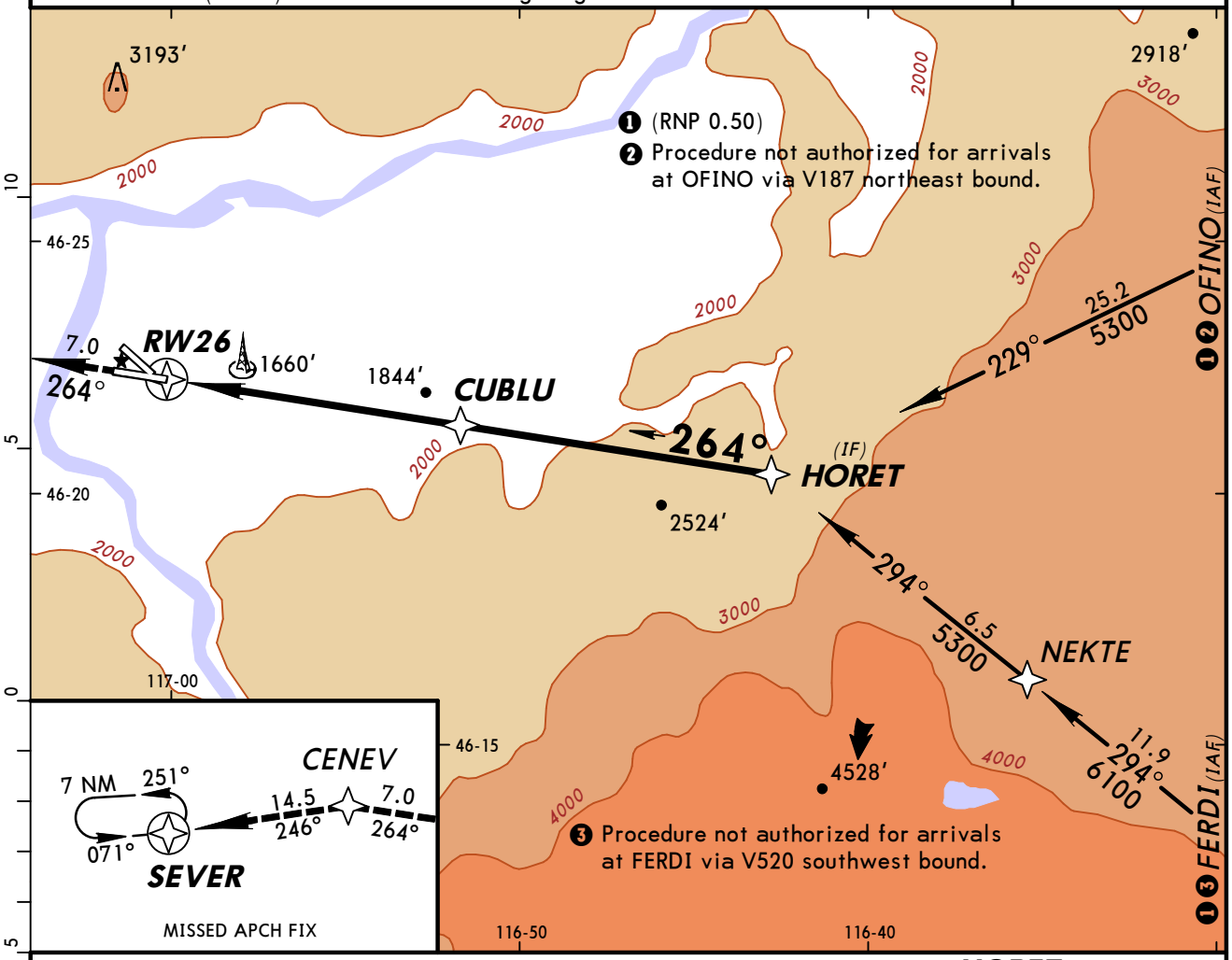
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

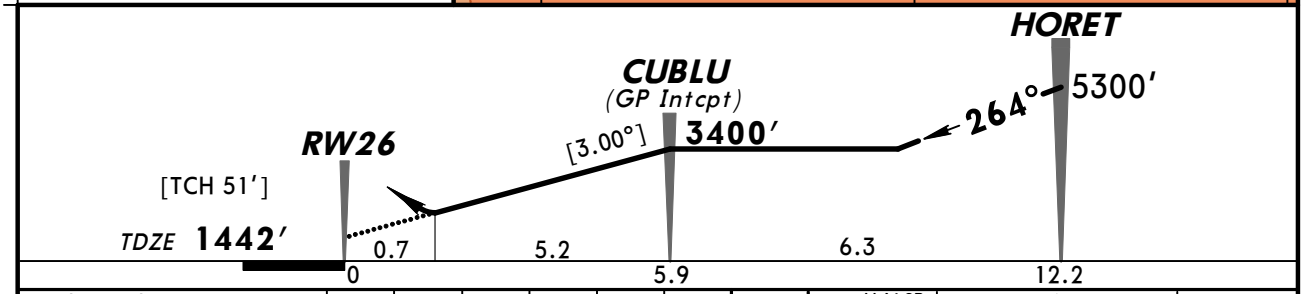
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (3°F) or above 46°C (115°F). 4. Pilot controlled lighting 119.4.

7700′

MSA RW26





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.00°]	372	478	531	637	743	849
MAP at DA							

MALSR PAPI 7000′ via 264° CENEV

STRAIGHT-IN LANDING RWY 26

	RNP 0.20 DA(H) 1715′ (273′)	RAIL or ALS out	RNP 0.30 DA(H) 2003′ (561′)	RAIL or ALS out
A, B, C, D	½	1	1½	2

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 1442′
	297°	SEGHA 3900′ (2458′)	1760′ (318′)	TDZE 1442′

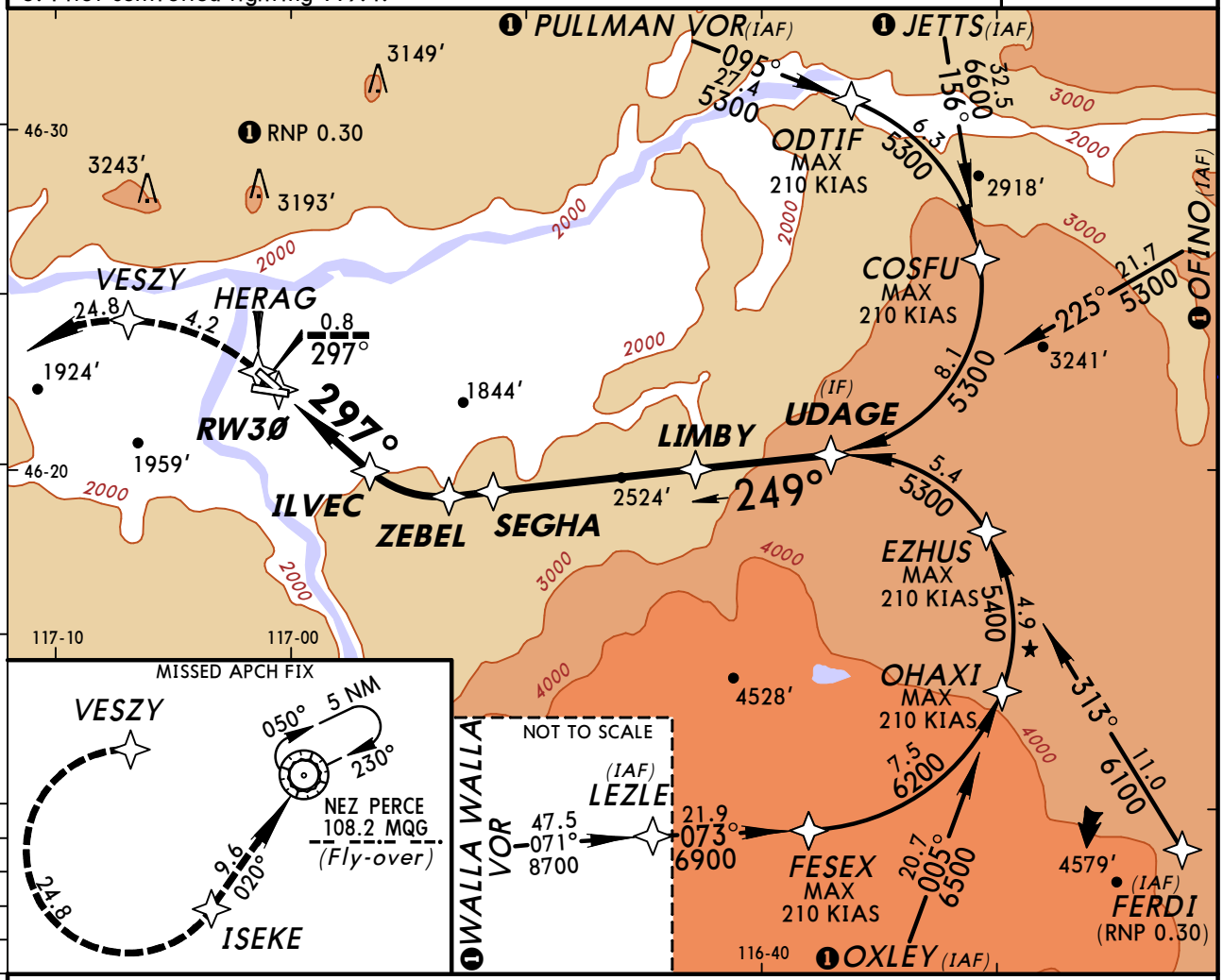
MISSED APCH: Climb to 6000′ on track 297° to HERAG, LEFT turn to VESZY, LEFT turn to ISEKE and on track 020° to MQG VOR and hold.

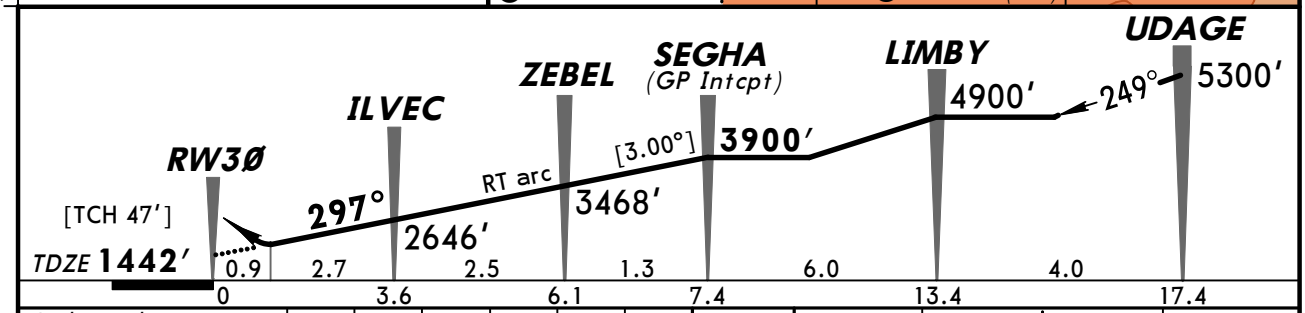
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 46°C (114°F). 4. Missed approach requires RNP less than 1.00.
5. Pilot controlled lighting 119.4.

7700′
MSA RW3Ø

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

VASI-R | 6000′ on 297° | HERAG

STRAIGHT-IN LANDING RWY 30
RNP 0.30
DA(H) **1760′** (318′)

TERPS AMEND 0B 30 JUN 2011

A	
B	
C	1
D	

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

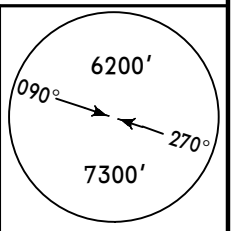
ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

VOR MQG	Final Apch Crs	Minimum Alt CHAMM	MDA(H) (CONDITIONAL)	Apt Elev 1442′ TDZE 1440′
108.2	066°	3700′ (2260′)	2220′ (780′)	

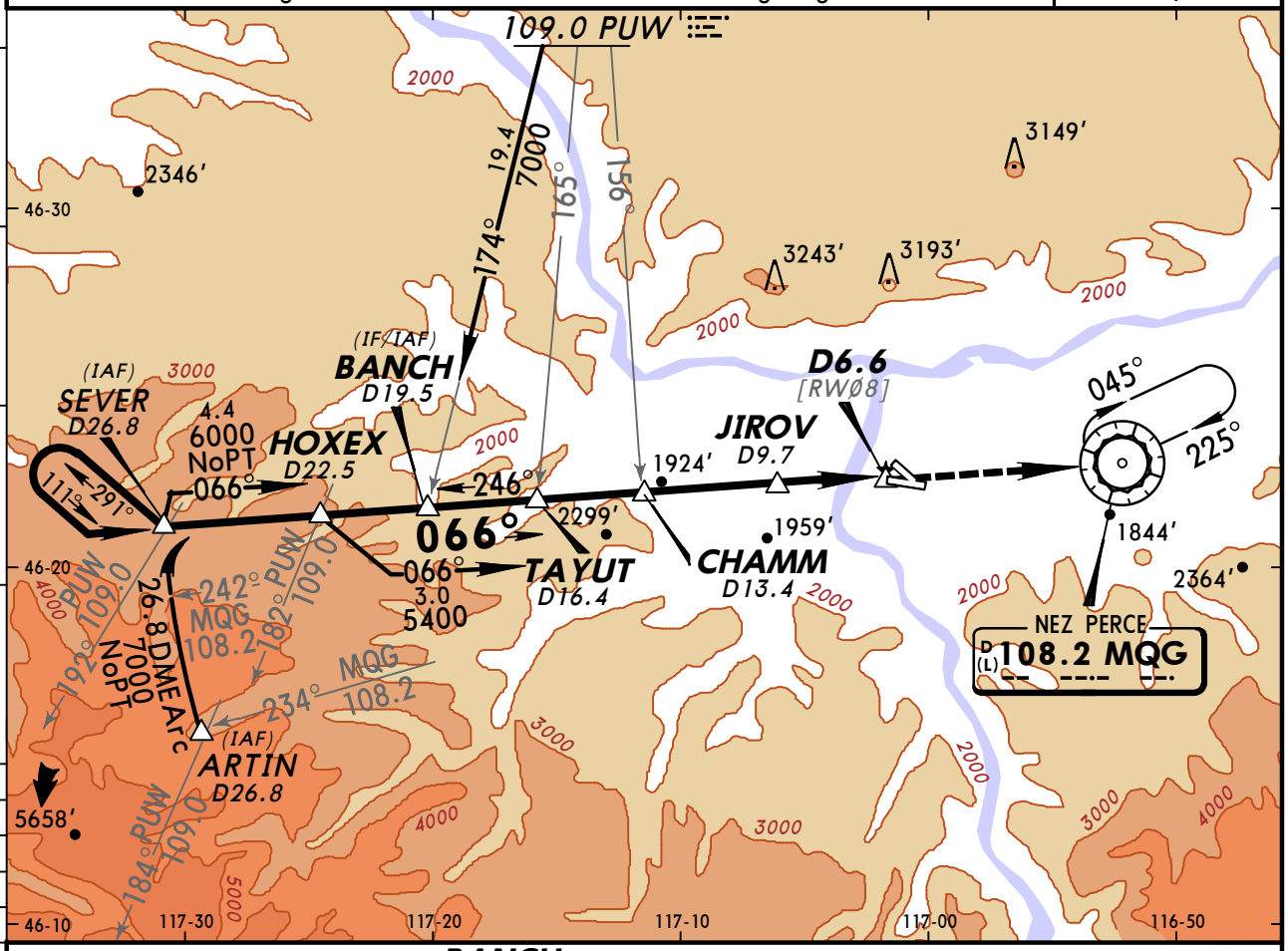
MISSED APCH: Climb to 5000′ direct MQG VOR and hold. Continue climb-in-hold to 5000′.

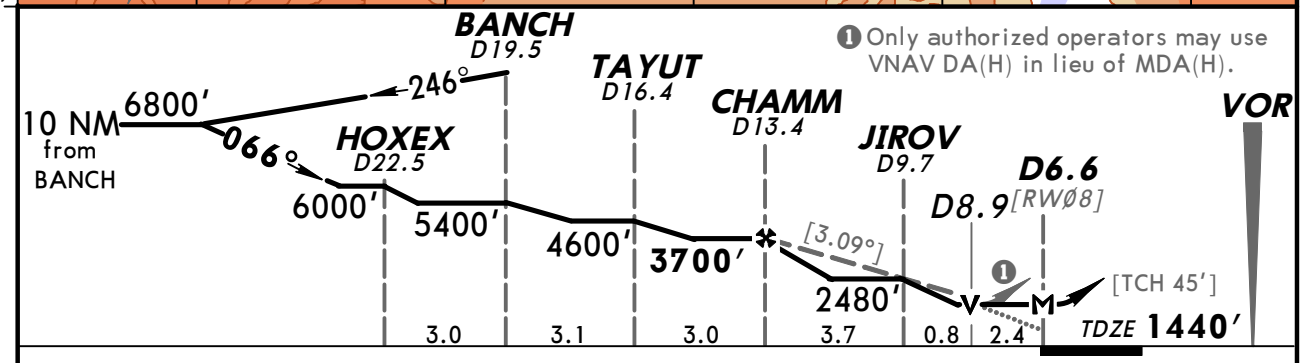
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.4.



MSA MQG VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at D6.6 or CHAMM to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

REIL
VASI-L

5000′

MQG
108.2

TERPS AMEND 6

	STRAIGHT-IN LANDING RWY 8		CIRCLE-TO-LAND		
	MDA(H) 2220′ (780′) With JIROV	MDA(H) 2480′ (1040′) Without JIROV	Max Kts	With JIROV MDA(H)	Without JIROV MDA(H)
A	1	1¼	90	2220′ (778′)-1	2480′ (1038′)-1¼
B	1¼	1½	120	2220′ (778′)-1¼	2480′ (1038′)-1½
C	2¼	3	140	2220′ (778′)-2¼	2480′ (1038′)-3
D	2½		165	2220′ (778′)-2½	

CHANGES: None.

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ASOS	SEATTLE Center	*LEWISTON Tower	*Ground
135.57	123.95	CTAF 119.4	121.9

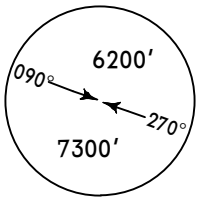
BRIEFING STRIP TM

VOR MQG	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 1442′
108.2	242°	3400′ (1958′)	2060′ (618′)	TDZE 1442′

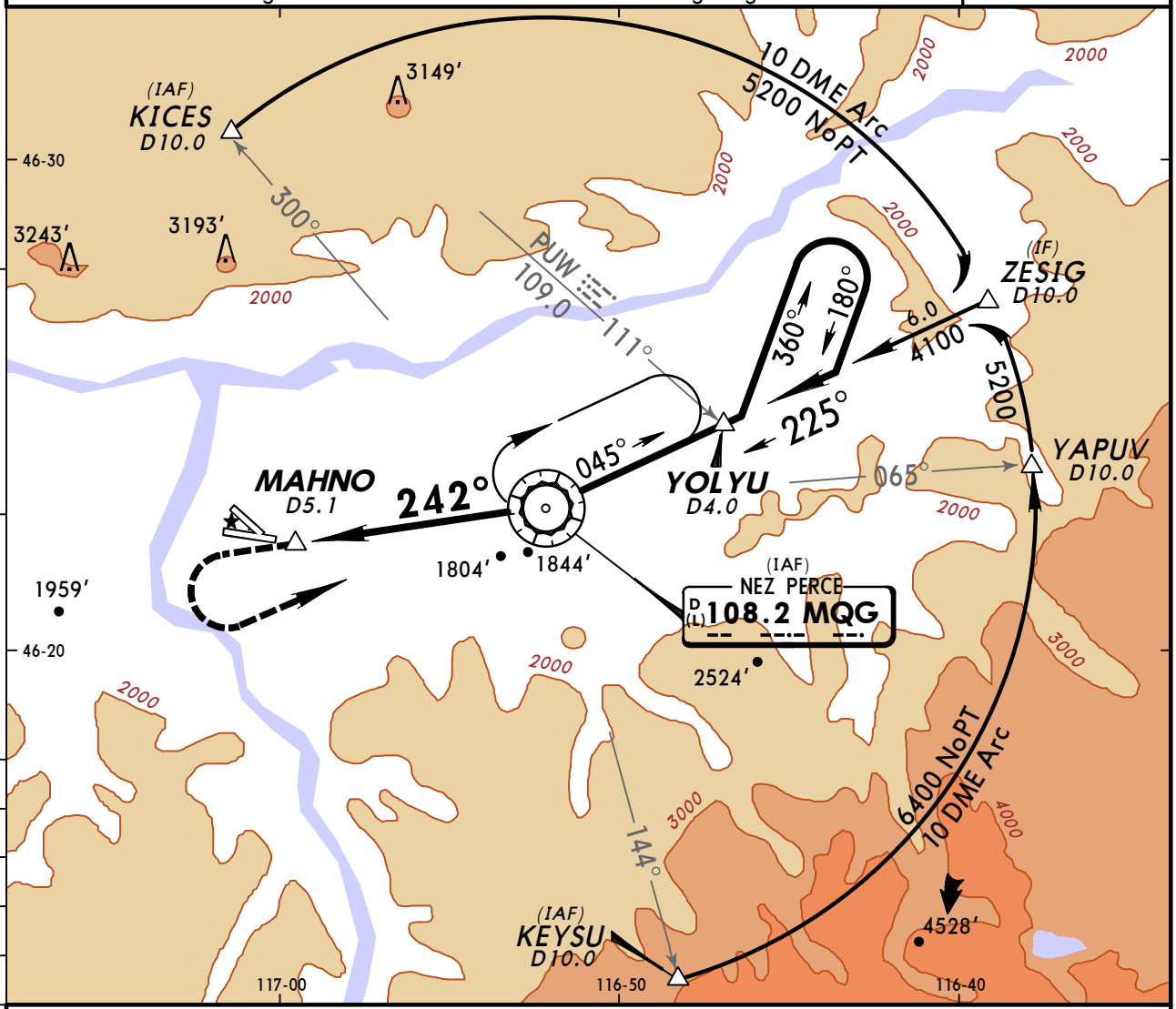
MISSED APCH: Climb to 2600′ then climbing LEFT turn to 5000′ direct MQG VOR and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

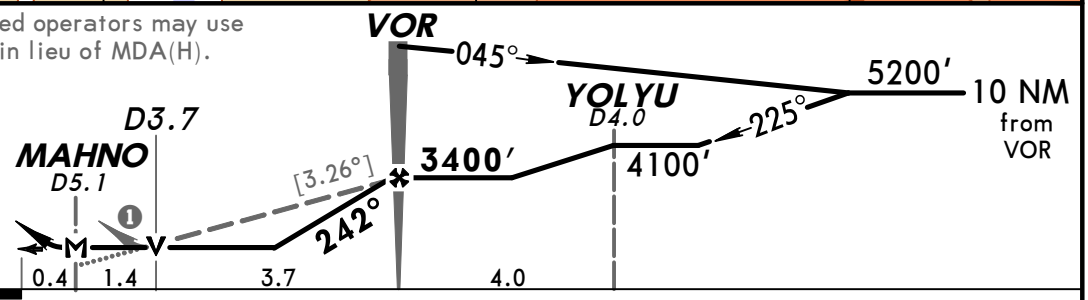
1. Use local altimeter setting; if not received, procedure not authorized.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 119.4.



MSA MQG VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at MAHNO or VOR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI | 2600′ | 5000′ LT | D | MQG 108.2

STRAIGHT-IN LANDING RWY 26

MDA(H) 2060′ (618′)

AMEND 13	RAIL out	ALS out
A	1/2	3/4
B		1
C	1 3/4	
D	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2060′ (618′)-1
120	
140	2060′ (618′)-1 3/4
165	2160′ (718′)-2 1/4

TERPS

CHANGES: Procedure.

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General Information

Location: Mountain Home ID USA
IATA Code: MUO
Lat/Long: N43° 02.6' W115° 52.3'
Elevation: 2996 ft

Airport Use: Military
Magnetic Variation: 13.8°E
Sectional Chart: Salt Lake City

Fuel Types: 100-130 Octane, Jet 4
Oxygen Types: High Pressure, Low Pressure
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1423 Z
Sunset: 0130 Z,

Runway Information

Runway: 12
Length x Width: 13508 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2987 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 30
Length x Width: 13508 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2996 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Mountain Home Tower 133.85
Mountain Home Ground Control 120.5
Mountain Home Clearance Delivery 127.1
Mountain Home Approach Control 134.1 Secondary
Mountain Home Approach Control 124.8
Mountain Home Departure Control 134.1 Secondary
Mountain Home Departure Control 124.8
Mountain Home Radar 124.8
Mountain Home Operations 138.9 Military

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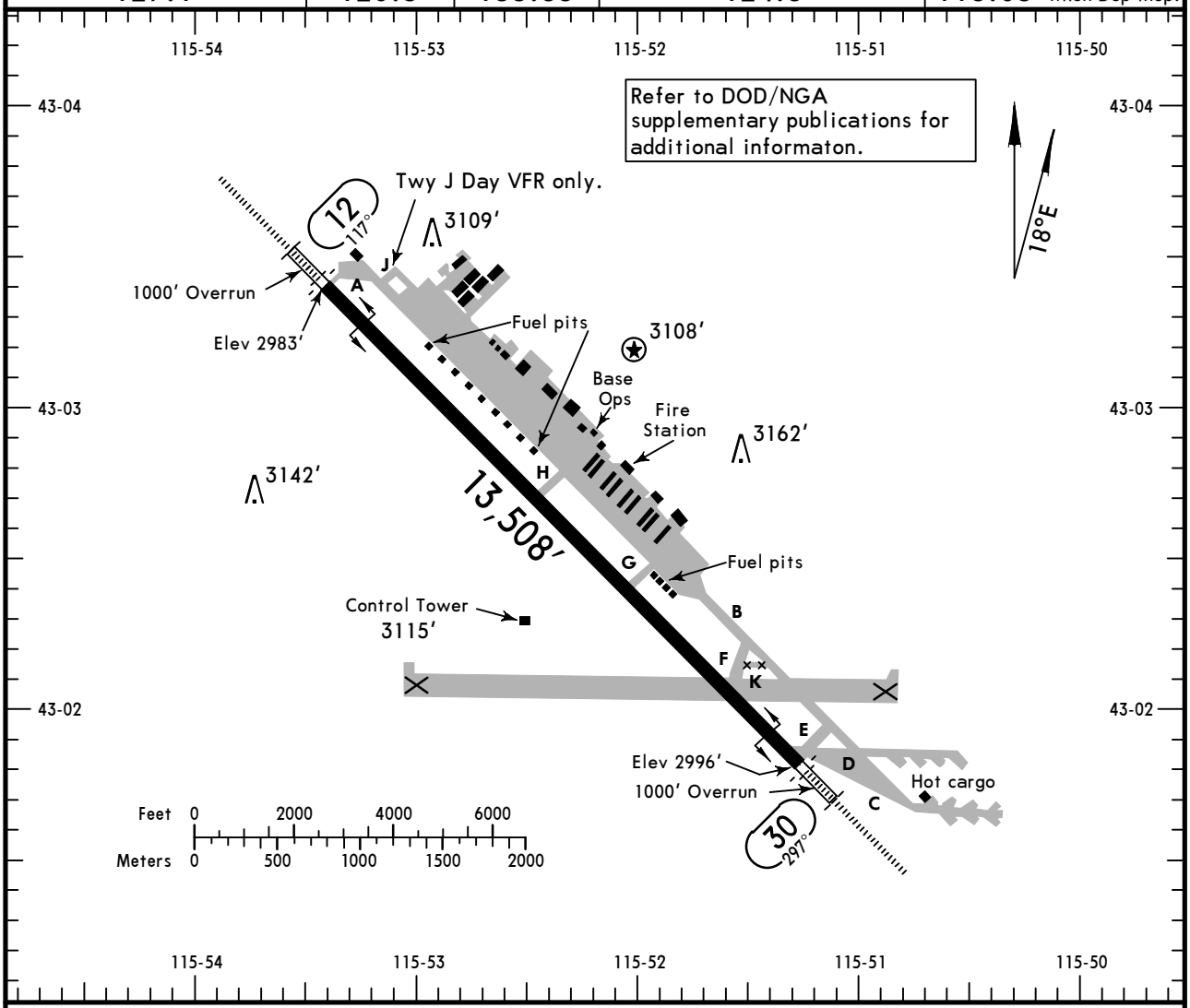
Boise Flight Service Station 122.6 RCO
Raymond 27 Airlift Command Post 1509.1 Military

*MOUNTAIN HOME Clearance	*Ground	*Tower	*MOUNTAIN HOME Departure (R)	SALT LAKE Center
127.1	120.5	133.85	124.8	118.05 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL ALSF-I PAPI-L RVR		12,400'		200'
30			12,347'		

TAKE-OFF				FOR FILING AS ALTERNATE		
	All Rwys					
	With Mim climb of 270'/NM to 9100'					
	Adequate Vis Ref	STD	Other		Precision	Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	6700-3	A, B, C, D	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2				

TAKE-OFF OBSTACLES: Rwy 12, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

CHANGES: Notes, usable lengths.

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*MOUNTAIN HOME Approach (R)	SALT LAKE Center	*MOUNTAIN HOME Tower	*Ground
124.8	118.05 when App inop.	133.85	120.5

BRIEFING STRIP™

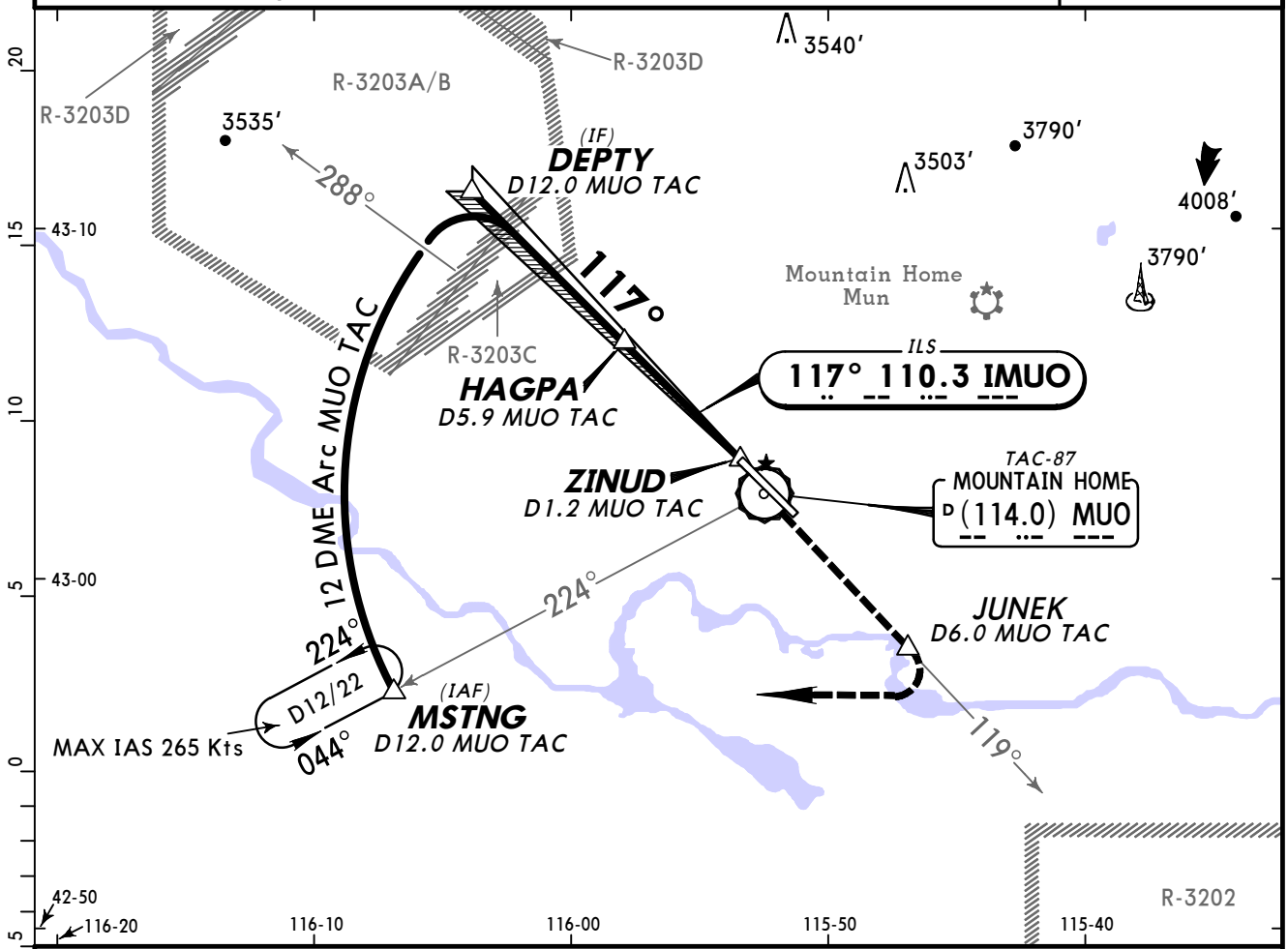
LOC IMUO	Final Apch Crs	GS HAGPA	ILS DA(H)	Apt Elev 2996′
110.3	117°	4062′ (1076′)	3186′ (200′)	THR 2986′

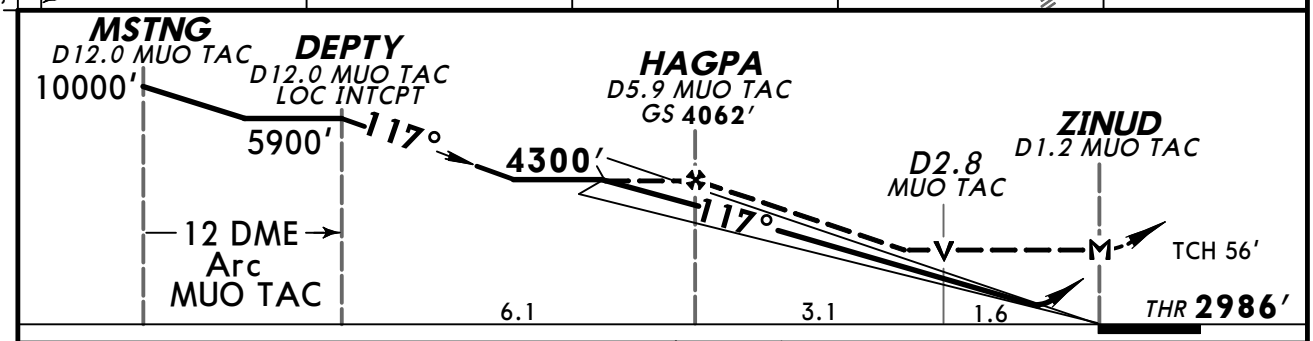
MISSED APCH: Climb to 9000′ via MUO TAC R-119 to JUNEK/D6.0 MUO TAC, turn RIGHT direct MSTNG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar or DME required.** 2. EMERG SAFE ALT 100 NM 14,200′.

MSA MUO TAC: 180° 8800′; 270° 7000′; 360° 7000′; 8200′





Gnd speed-Kts		70	90	100	120	140	160
GS	2.50°	310	398	442	531	619	707
MAP at ZINUD							

ALSF-I PAPI 9000′ via MUO TAC-87 (114.0) R-119 JUNEK

STRAIGHT-IN LANDING RWY 12

TERPS	ILS DA(H) 3186′ (200′) FULL	ILS DA(H) 3186′ (200′) ALS out	LOC (GS out) MDA(H) 3460′ (474′)	LOC (GS out) MDA(H) 3460′ (474′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized Northeast of Rwy 12-30 MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	3520′(524′)-1
B					120	
C			RVR 40 or ¾	RVR 60 or 1¼	140	3520′(524′)-1½
D			RVR 50 or 1	1½	165	3560′(564′)-2

AMDT 1

CHANGES: None.

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BRIEFING STRIP™

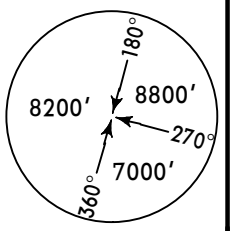
*MOUNTAIN HOME Approach (R)	SALT LAKE Center	*MOUNTAIN HOME Tower	*Ground
124.8	118.05 when App inop.	133.85	120.5

LOC IBRN	Final Apch Crs	GS FEGEB	ILS DA(H)	Apt Elev 2996′
111.7	297°	4106′ (1110′)	3196′ (200′)	THR 2996′

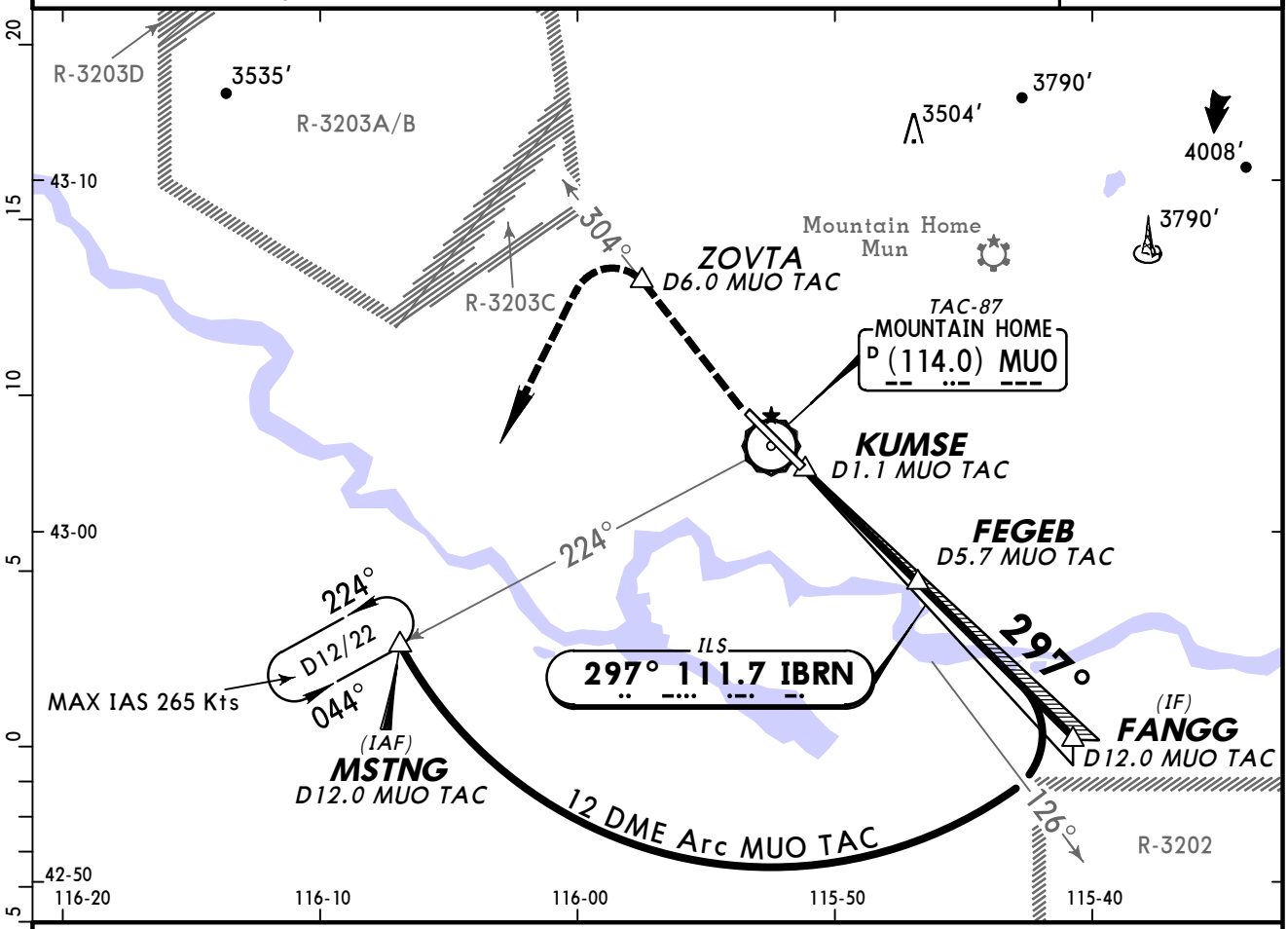
MISSED APCH: Climb to 9000′ via MUO TAC R-304 to ZOVTA/D6.0 MUO TAC, turn LEFT direct MSTNG and hold.

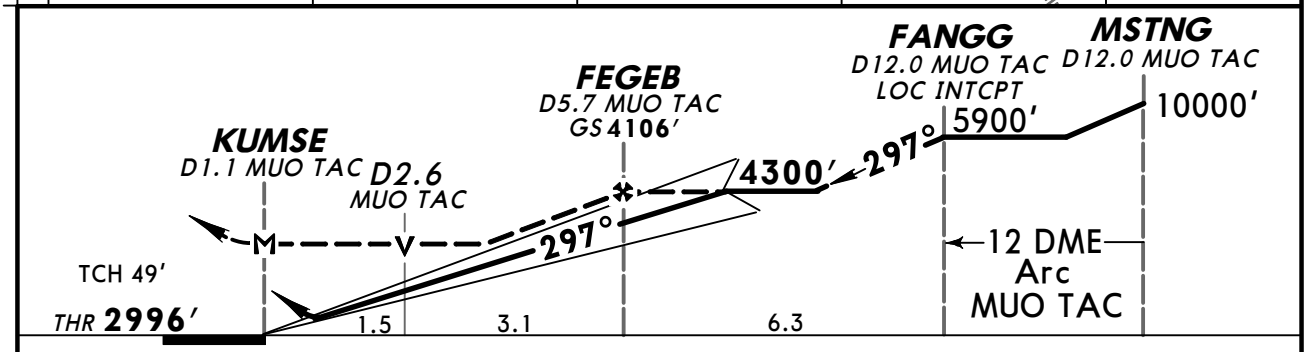
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 14,200′.



MSA MUO TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	315	405	450	539	629	719
MAP at KUMSE						

ALSF-I
PAPI

9000′ via MUO TAC-87 (114.0) R-304

ZOVTA

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 3196′ (200′) FULL	ILS DA(H) 3196′ (200′) ALS out	LOC (GS out) MDA(H) 3460′ (464′)	LOC (GS out) MDA(H) 3460′ (464′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized Northeast of Rwy 12-30 MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	3520′ (524′)-1
B					120	
C			RVR 40 or ¾	RVR 60 or 1¼	140	3520′ (524′)-1½
D			RVR 50 or 1	1½	165	3560′ (564′)-2

AMEND 0 TERPS

CHANGES: Procedure.

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General Information

Location: Pocatello ID USA
IATA Code: PIH
Lat/Long: N42° 54.6' W112° 35.8'
Elevation: 4452 ft

Airport Use: Public
Magnetic Variation: 12.7°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet A-1
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1410 Z
Sunset: 0117 Z,

Runway Information

Runway: 03
Length x Width: 9060 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4444 ft
Lighting: Edge, ALS

Runway: 17
Length x Width: 7150 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4447 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 9060 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4452 ft
Lighting: Edge, ALS

Runway: 35
Length x Width: 7150 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4443 ft
Lighting: Edge, Pilot controlled

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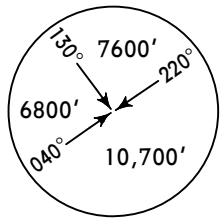
Communication Information

ATIS 135.625
ASOS 135.625
Pocatello Tower 119.1 CTAF PCL
Pocatello Ground Control 121.9
Pocatello Regl Unicom 122.95
Boise Flight Service Station 122.35 RCO
Salt Lake City Center 128.35 Remote Communications Air-Ground

SALT LAKE Center (R) 128.35	Apt Elev 4452′	Trans level: FL 180 Trans alt: 18000′

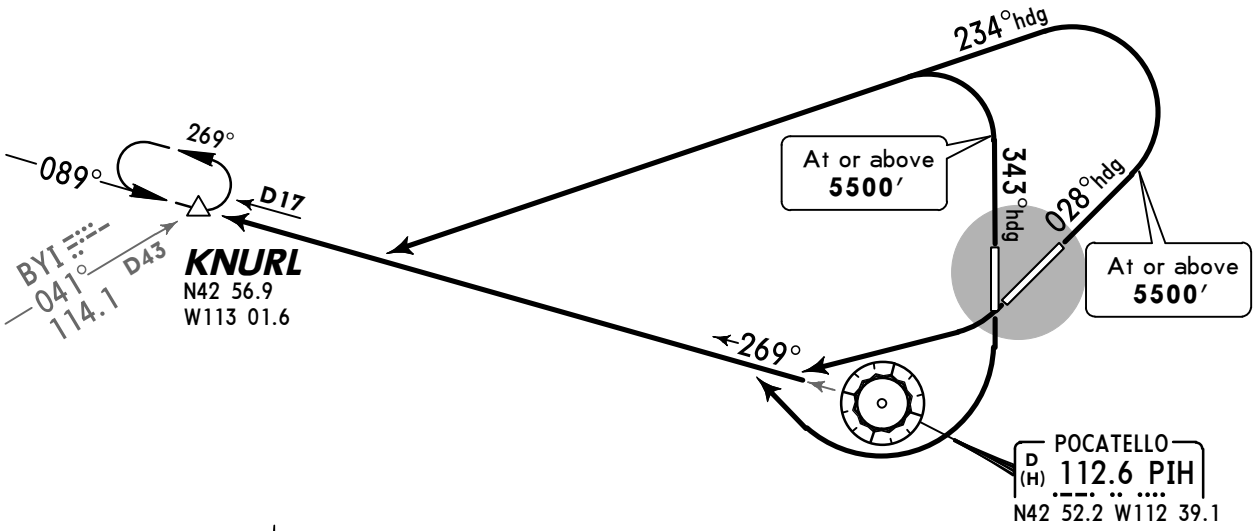


MSA PIH VOR

OBSTACLE

KNURL ONE DEPARTURE (KNURL1.KNURL)

Direct distance from Pocatello Regl to:
KNURL **19 NM**



NOT TO SCALE

This DP requires take-off minimums:
Rwys 3, 21, 35: Standard (or lower than standard, if authorized).
Rwy 17: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 270′ per NM to **4900′.**

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
270′ per NM	338	450	675	900	1125	1350

OBSTACLES
Rwy 3: Trees beginning 3353′ from DER, 735′ LEFT of centerline, up to 100′ AGL/4549′ MSL. Rod on obstruction light 978′ from DER, 759′ RIGHT of centerline, 39′ AGL/4486′ MSL.
Rwy 17: Transmission tower 1.1 NM from DER, 2395′ LEFT of centerline, 252′ AGL/4693′ MSL. Trees beginning 1.6 NM from DER, 2642′ LEFT of centerline, up to 100′ AGL/4759′ MSL. Fence 112′ from DER, 416′ RIGHT of centerline, 12′ AGL/4453′ MSL. Bush 30′ from DER, 261′ RIGHT of centerline, 3′ AGL/4445′ MSL. Fence 208′ from DER, 421′ RIGHT of centerline, 13′ AGL/4449′ MSL.
Rwy 21: Antenna 453′ from DER, 309′ LEFT of centerline, 20′ AGL/4466′ MSL. Light on localizer 543′ from DER, 286′ LEFT of centerline, 20′ AGL/4462′ MSL.
Rwy 35: Electrical equipment 197′ from DER, 248′ LEFT of centerline, 7′ AGL/4454′ MSL.

RWY	INITIAL CLIMB
3	Climb heading 028° to **5500′**, then climbing LEFT turn to **7500′** via heading 234° and PIH R-269 to KNURL.
17	Climbing RIGHT turn to **7500′** via PIH R-269 to KNURL.
21	Climbing RIGHT turn to **7500′** via PIH R-269 to KNURL.
35	Climb heading 343° to **5500′**, then climbing LEFT turn to **7500′** via heading 234° and PIH R-269 to KNURL.

ROUTING

Via assigned route. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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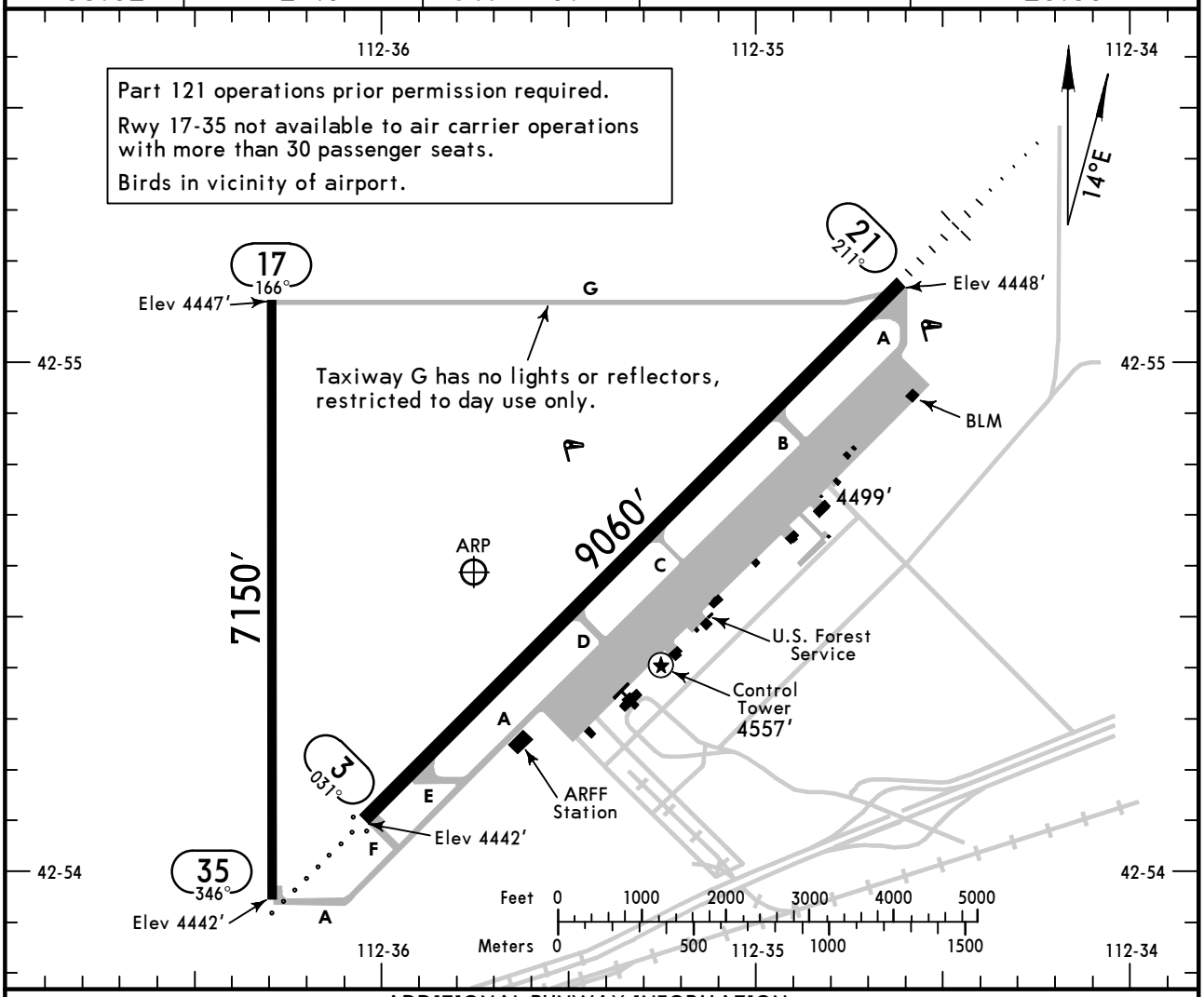
ASOS	*POCATELLO Ground	*Tower	UNICOM 122.95 123.0	SALT LAKE Center (R)
135.62	121.9	CTAF 119.1		128.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 ❶ 21	❷ HIRL ❷ ODALS VASI-L ❷ HIRL ❷ MALSR PAPI-L (angle 3.0°) RVR		8072′		150′
17 35	❷ MIRL REIL PAPI-L (angle 3.0°) ❷ MIRL PAPI-L (angle 3.0°)				100′

❶ Porous friction course overlay. ❷ Activate on 119.1 when Twr inop.

TAKE-OFF

	All Rwys
1 & 2 Eng	**USE KNURL ONE DEPARTURE**
3 & 4 Eng	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 21	LOC Rwy 21	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 3, RNAV (GPS) Rwy 21	VOR DME Rwy 21, VOR Rwy 3
A B C D	600-2	800-2	800-2	800-2

AMEND 7

CHANGES: None.

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POCATELLO, IDAHO
ILS or LOC Rwy 21

ASOS	SALT LAKE Center (R)	*POCATELLO Tower	*Ground
135.62	128.35	CTAF 119.1	121.9

BRIEFING STRIP™

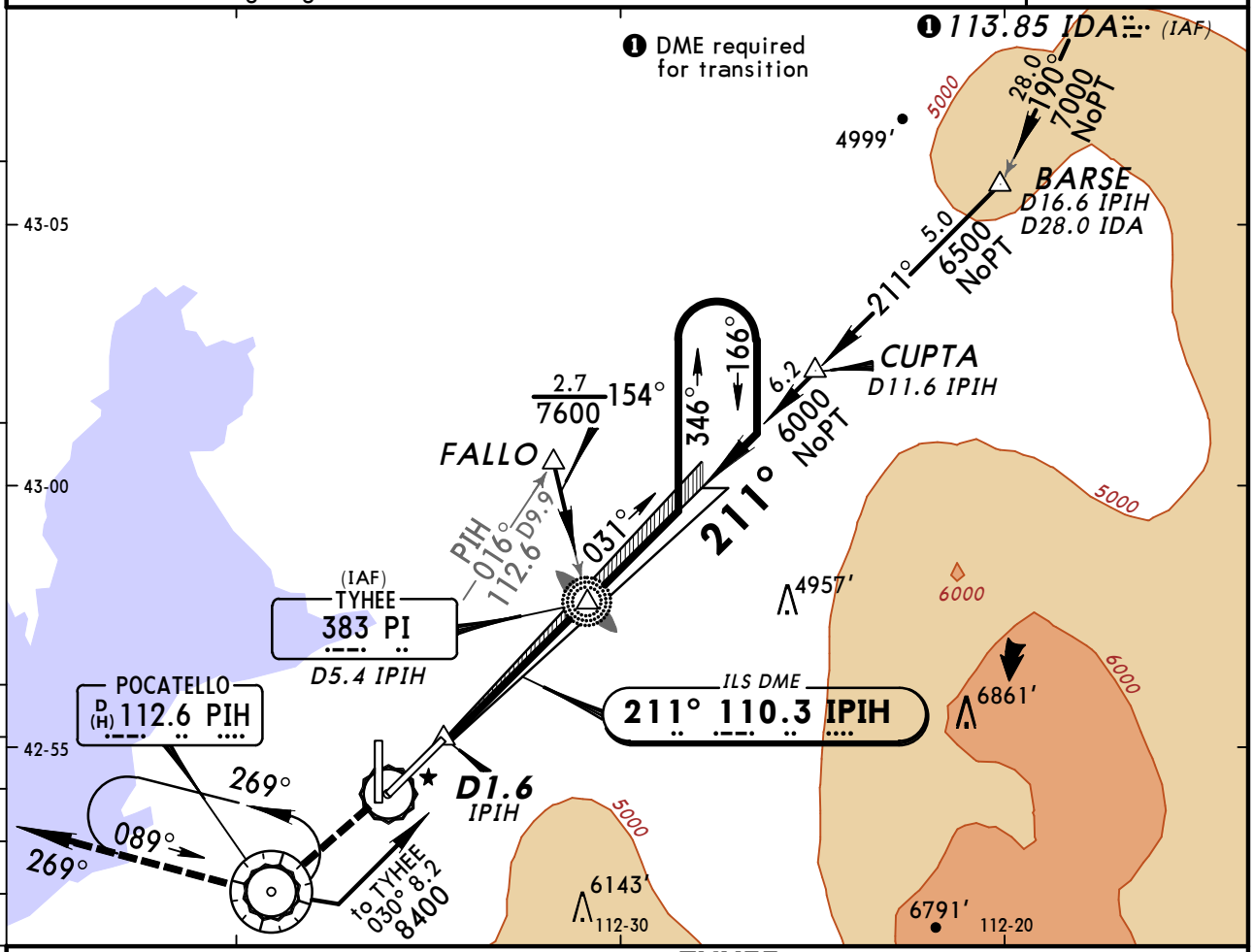
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 4452′
IPIH 110.3	211°	TYHEE 5715′ (1263′)	4652′ (200′)	TDZE 4452′

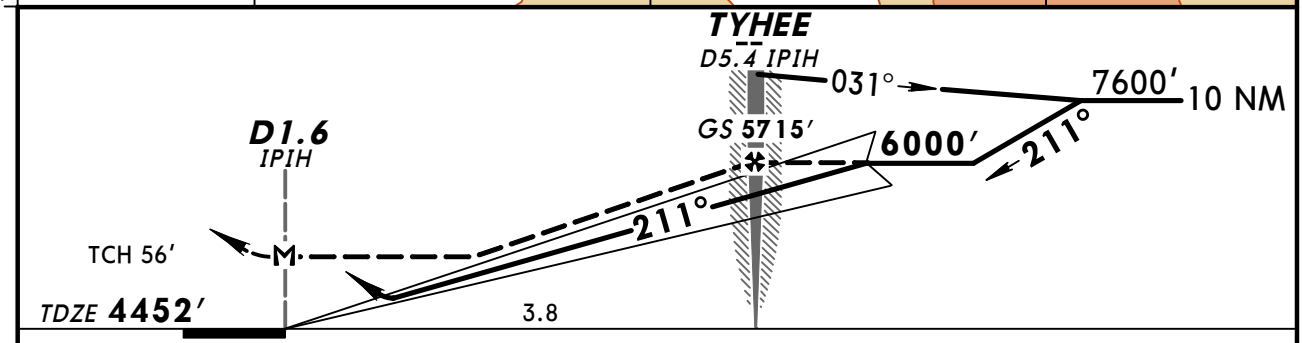
MISSED APCH: Climb to 7400′ direct PIH VOR, continue climb via PIH VOR R-269, then RIGHT turn direct PIH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME or ADF required.** 2. Use IPIH ILS DME when on LOC course.
3. Pilot controlled lighting 119.1.

MSA PI LOM: 130° 7900′; 220°; 6800′; 040°; 10,700′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 IPIH or TYHEE to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

MALSR
PAPI
7400′
PIH 112.6

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 4652′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 4740′ (288′)	LOC RAIL out	LOC ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 50 or 1	

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 3-21

Max Kts	MDA(H)
90	4820′ (368′)-1
120	4920′ (468′)-1
140	4920′ (468′)-1½
165	5020′ (568′)-2

TERPS AMEND 26B

CHANGES: MM decommissioned.

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ASOS	SALT LAKE Center (R)	*POCATELLO Tower	*Ground
135.62	128.35	CTAF 119.1	121.9

BRIEFING STRIP™

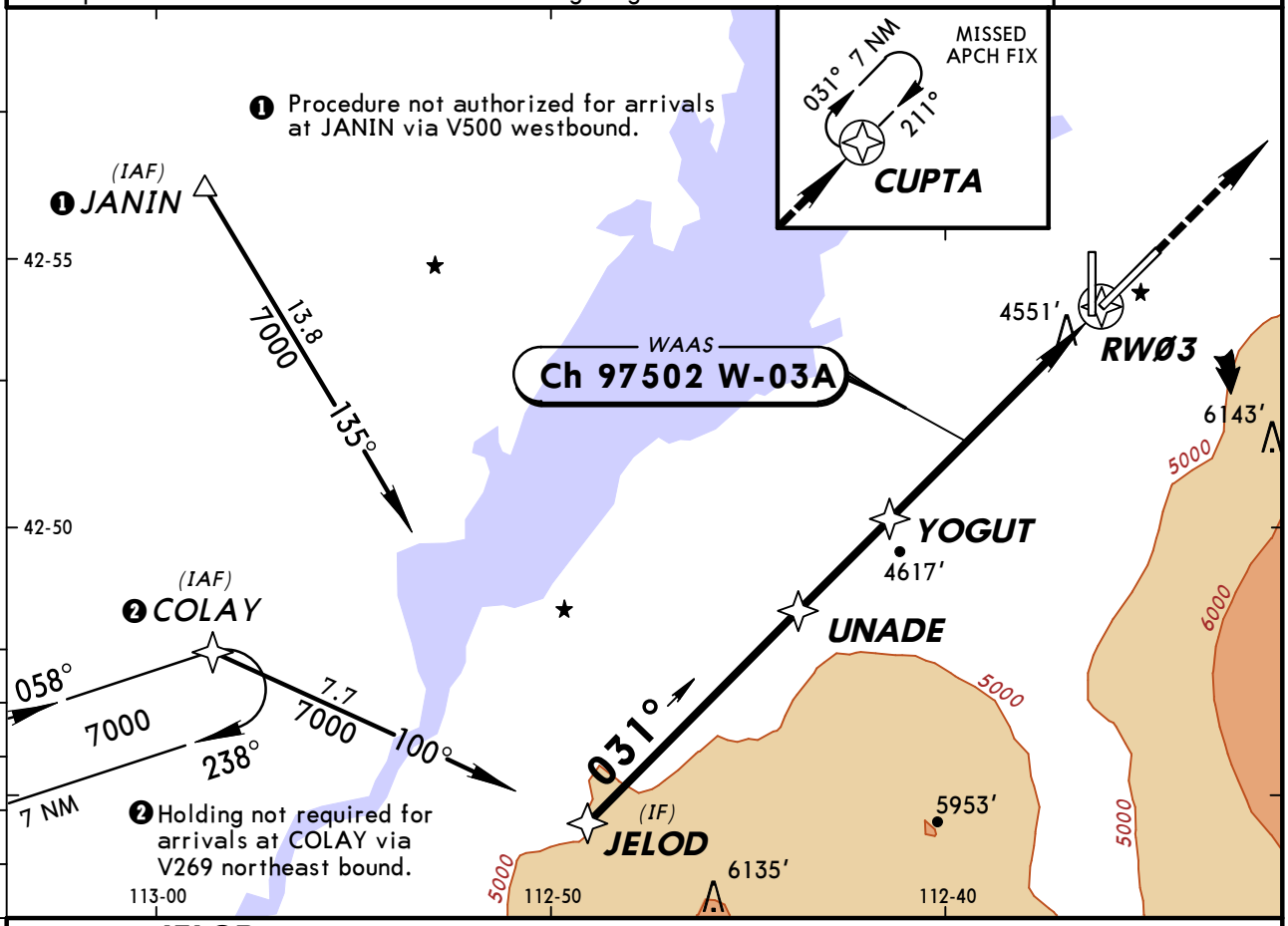
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 4452′
Ch 97502 W-03A	031°	YOGUT 6300′ (1856′)	4694′ (250′)	TDZE 4444′

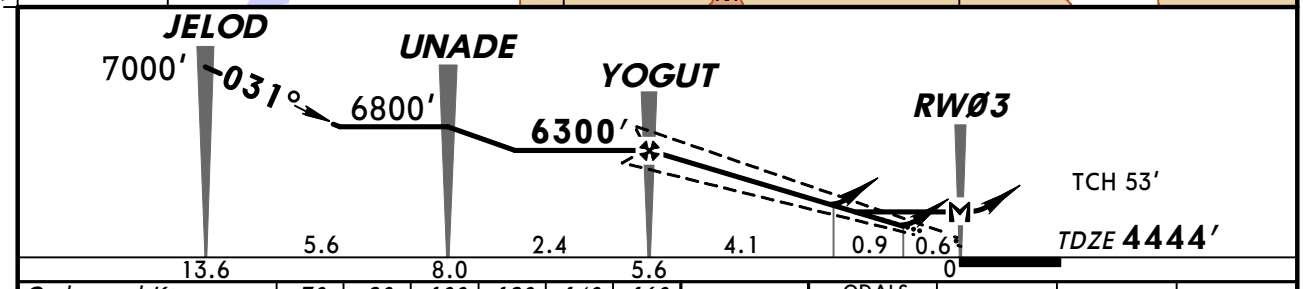
MISSED APCH: Climb to 7300′ direct CUPTA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Idaho Falls Regl altimeter setting. 2. Baro-VNAV not authorized when using Idaho Falls Regl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.1.

10,700′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

ODALS
VASI

7300′ | D | CUPTA

STRAIGHT-IN LANDING RWY 03

	1 LPV DA(H) 4694′ (250′) ODALS out	2 LNAV/VNAV DA(H) 4978′ (534′) ODALS out	3 LNAV MDA(H) 4880′ (436′) ODALS out
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 3-21

Max Kts	With Local Altimeter Setting MDA(H)	With Idaho Falls Regl Altimeter Setting MDA(H)
90	4980′ (528′)-1	5120′ (668′)-1
120		
140	4980′ (528′)-1½	5120′ (668′)-1½
165	5020′ (568′)-2	5160′ (708′)-2

AMEND 1A

TERPS

1 DA(H) 4834′ (390′) with Idaho Falls Regl altimeter setting.
2 DA(H) 5118′ (674′) with Idaho Falls Regl altimeter setting.
3 MDA(H) 5020′ (576′) with Idaho Falls Regl altimeter setting.

CHANGES: None.

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POCATELLO, IDAHO
RNAV (GPS) Rwy 21

ASOS	SALT LAKE Center (R)	*POCATELLO Tower	*Ground
135.62	128.35	CTAF 119.1	121.9

BRIEFING STRIP™

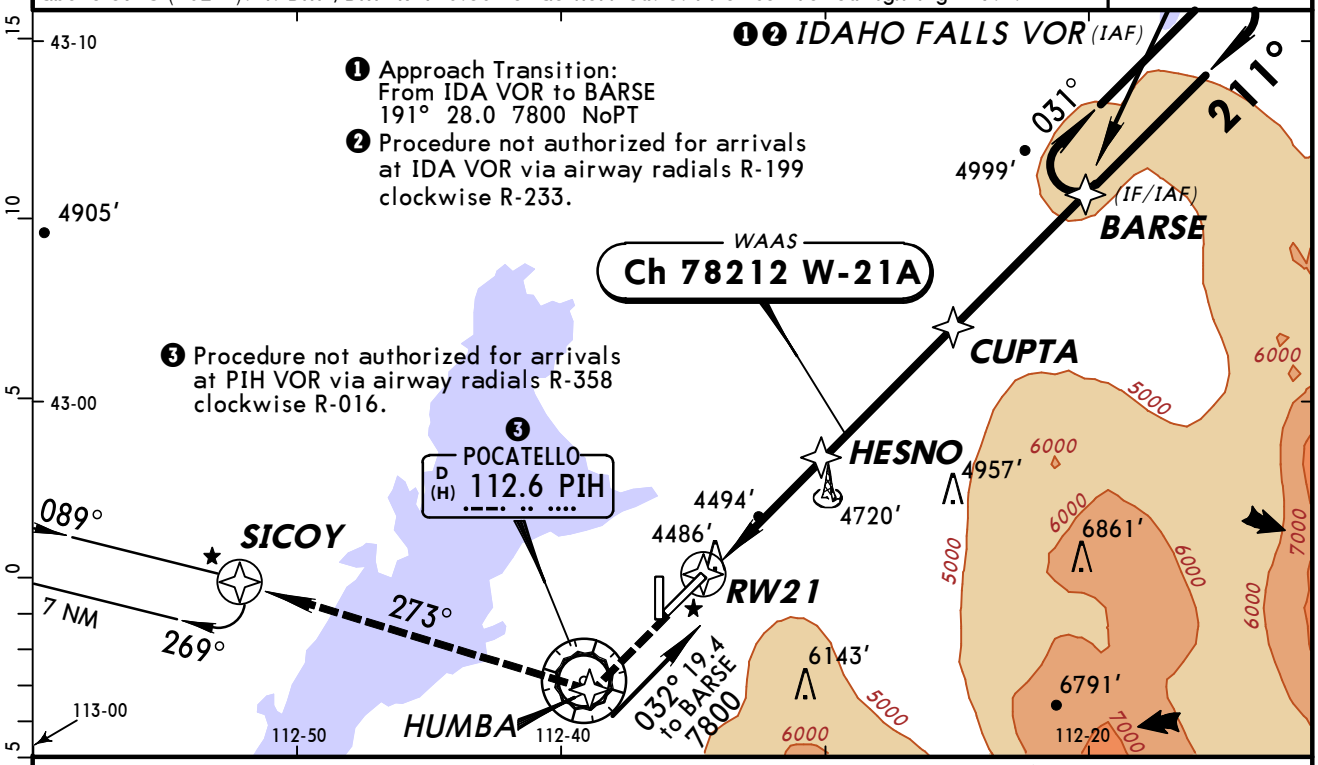
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 4452'
Ch 78212 W-21A	211°	HESNO 6000' (1548')	4652' (200')	TDZE 4452'

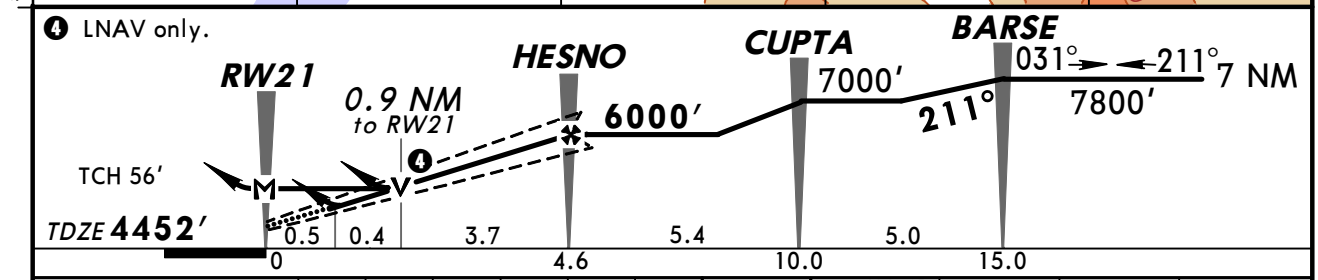
MISSED APCH: Climb to 7000' direct HUMBA and via 273° track to SICOY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Idaho Falls Regl altimeter setting.
2. Baro-VNAV and VDP not authorized when using Idaho Falls Regl altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 39°C (102°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.1.

10,700'
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

MALSR
PAPI
7000'
HUMBA

STRAIGHT-IN LANDING RWY 21

	LPV		LNAV/VNAV		LNAV		
With Local Altimeter Setting	DA(H) 4652' (200')		DA(H) 4797' (345')		MDA(H) 4780' (328')		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1		

With Idaho Falls Regl Altimeter Setting	DA(H) 4792' (340')		DA(H) 4937' (485')		MDA(H) 4920' (468')		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 3-21
Not Authorized at night to Rwy 17-35

Max Kts	With local Altimeter Setting MDA(H)	With Idaho Falls Regl Altimeter Setting MDA(H)
90	4820' (368') -1	4960' (508') -1
120	4920' (468') -1	5060' (608') -1
140	4920' (468') -1½	5060' (608') -1¾
165	5020' (568') -2	5160' (708') -2¼

AMEND 1 TERPS

CHANGES: Procedure.

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BRIEFING STRIP TM

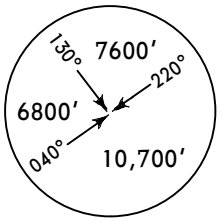
ASOS	SALT LAKE Center (R)	*POCATELLO Tower	*Ground
135.62	128.35	CTAF 119.1	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 4452′
PIH 112.6	033°	5600′ (1156′)	4940′ (496′)	TDZE 4444′

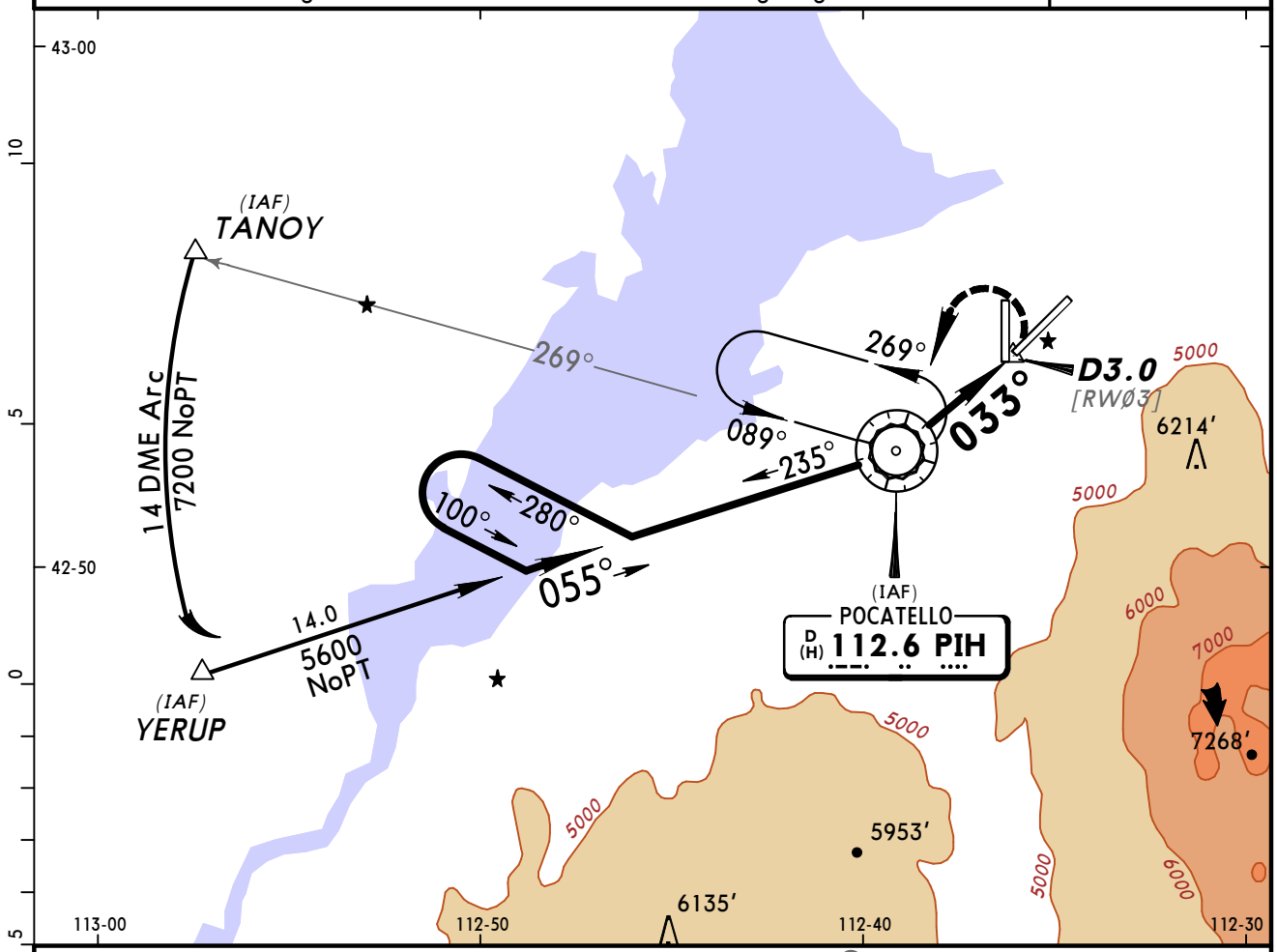
MISSED APCH: Climbing LEFT turn direct PIH VOR, continue to 7400′ via PIH VOR R-269, then RIGHT turn direct PIH VOR and hold.

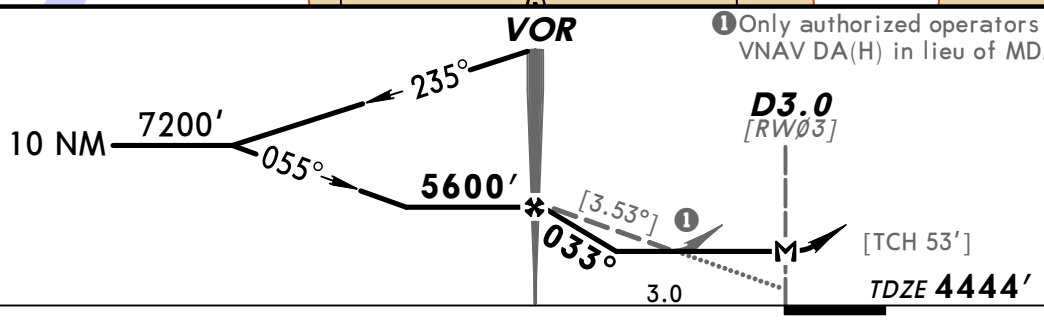
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.1.



MSA PIH VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.53°]		437	562	625	750	875	1000
MAP at D3.0 or VOR to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

ODALS VASI LT D PIH 112.6

STRAIGHT-IN LANDING RWY 3

MDA(H) 4940′ (496′)

		ODALS out
A	1	1
B		
C		1¼
D	NA	

CIRCLE-TO-LAND

Not Authorized
Southeast of Rwy 3-21

Max Kts	MDA(H)
90	4940′(488′)-1
120	
140	4940′(488′)-1½
D	NA

TERPS AMEND 16

CHANGES: None.

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KPIH/PIH
POCATELLO REGL

JEPPESEN

3 FEB 12 (13-2)

POCATELLO, IDAHO
VOR DME Rwy 21

BRIEFING STRIP ™

ASOS	SALT LAKE Center (R)	*POCATELLO Tower	*Ground
135.62	128.35	CTAF 119.1	121.9

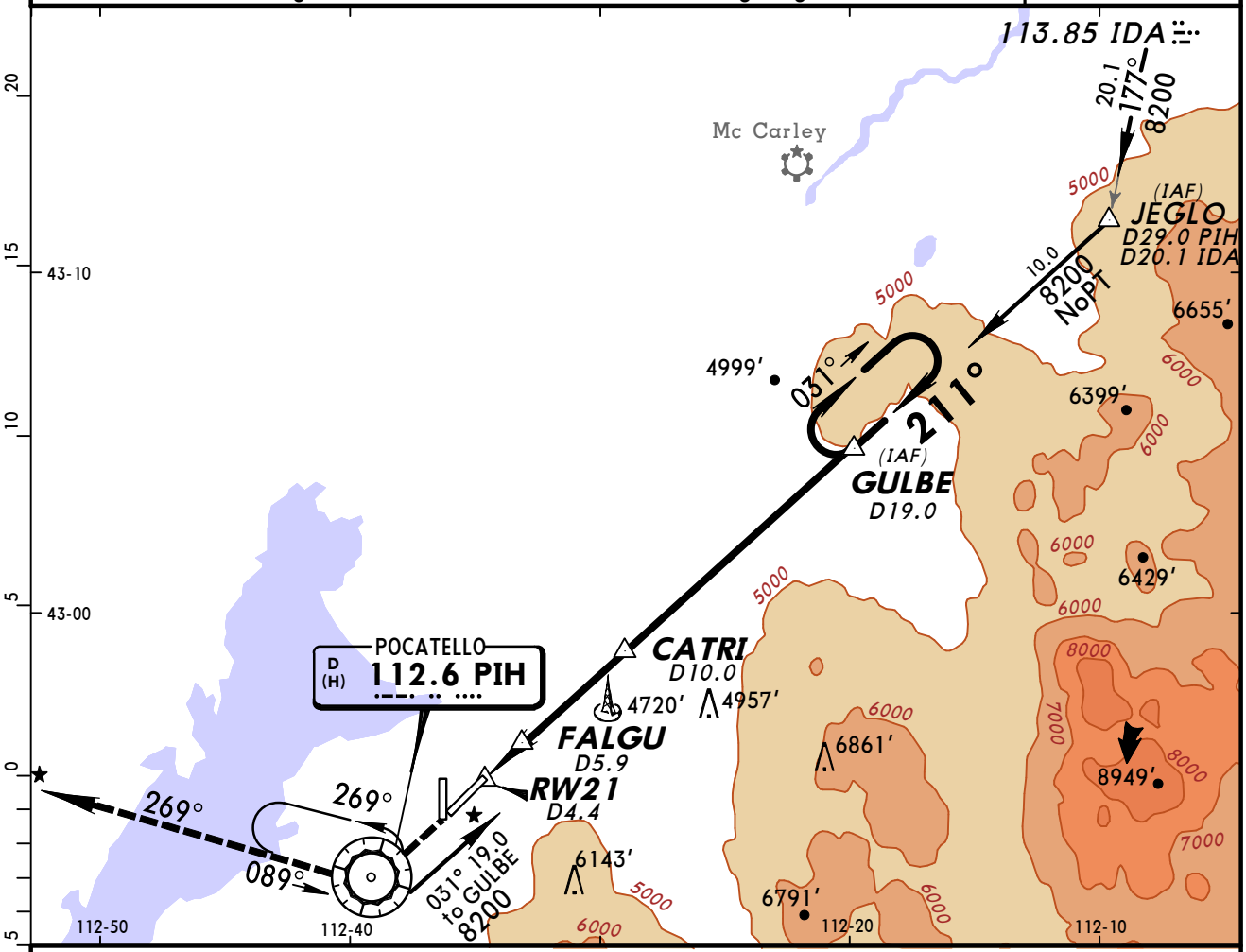
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4452′
PIH 112.6	211°	CATRI 6400′ (1948′)	4840′ (388′)	TDZE 4452′

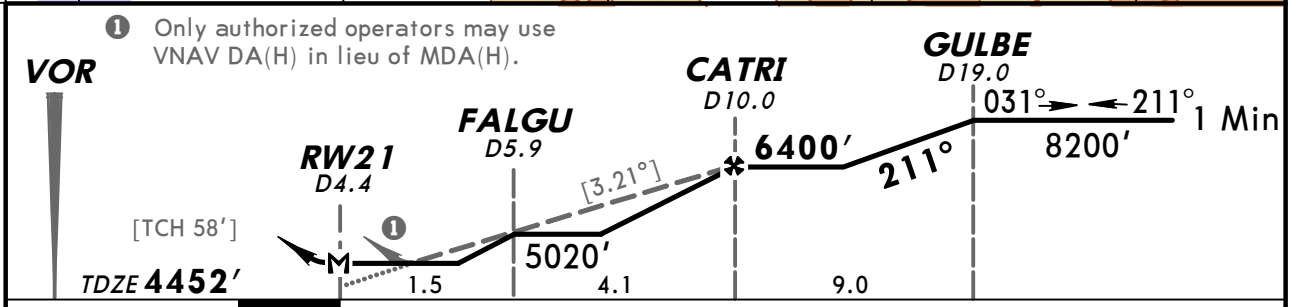
MISSED APCH: Climb to 7400′ direct PIH VOR, continue climb via PIH VOR R-269, then RIGHT turn direct PIH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.1.

MSA PIH VOR: 130° 7600′; 220° 7000′; 040° 10,700′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.21°]	398	511	568	682	795	909
MAP at RW21						

MALSR PAPI 7400′ D PIH 112.6

STRAIGHT-IN LANDING RWY 21

MDA(H) 4840′ (388′)

	RAIL out	ALS out
A, B, C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
D	RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 3-21

Max Kts	MDA(H)
90	4840′ (388′)-1
120	4920′ (468′)-1
140	4920′ (468′)-1½
165	5020′ (568′)-2

TERPS AMEND 10B 9 FEB 2012

CHANGES: MSA.

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General Information

Location: Hailey ID USA
IATA Code: SUN
Lat/Long: N43° 30.2' W114° 17.7'
Elevation: 5320 ft

Airport Use: Public
Magnetic Variation: 13.4°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1417 Z
Sunset: 0123 Z,

Runway Information

Runway: 13
Length x Width: 7550 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5318 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1701 ft

Runway: 31
Length x Width: 7550 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5290 ft
Lighting: Edge, Pilot controlled

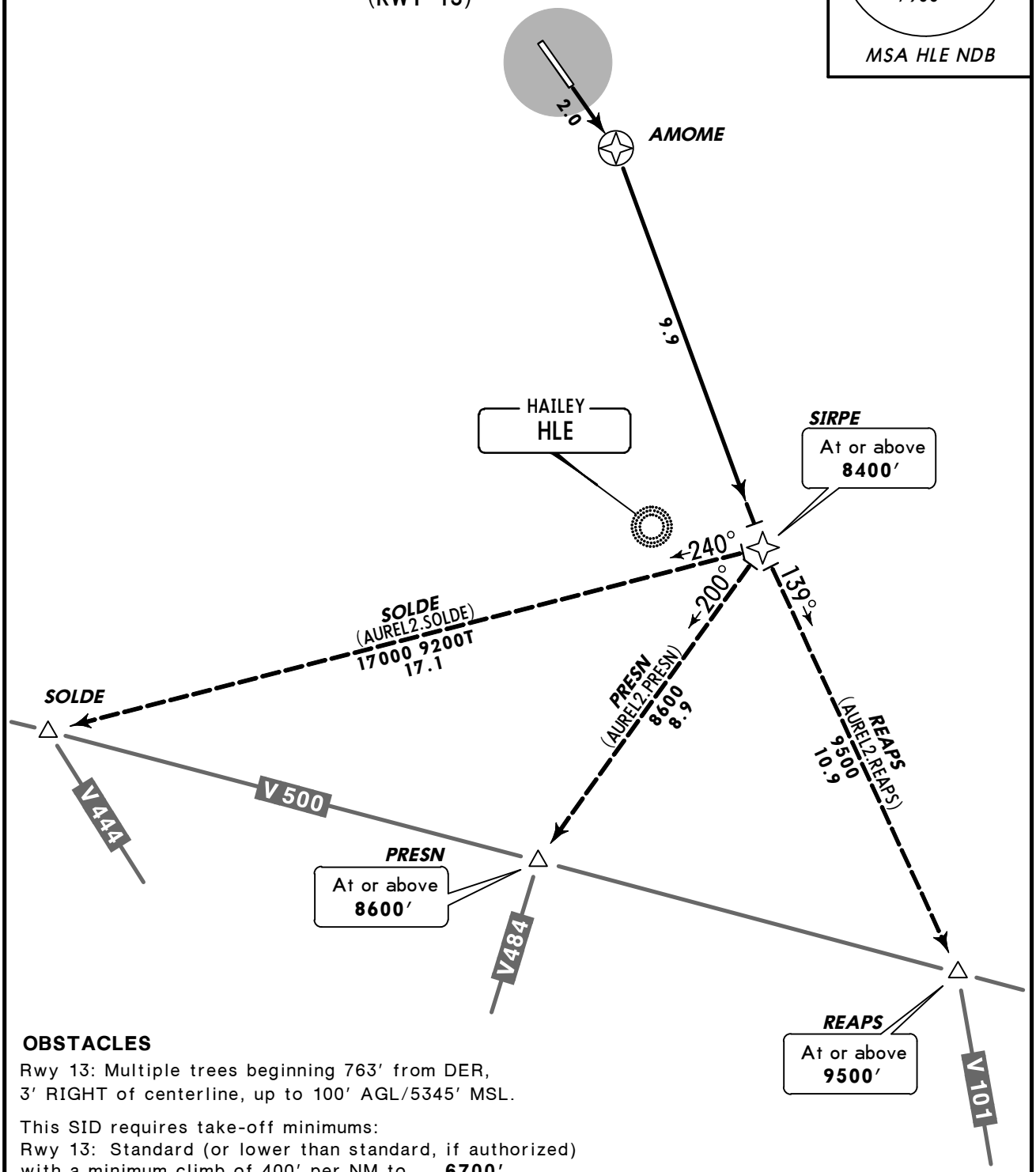
Communication Information

ATIS 128.225
AWOS 128.225
Hailey Tower 125.6 CTAF PCL
Hailey Ground Control 121.7
Friedman Meml Unicom 122.95
Boise Flight Service Station 122.4 RCO
Salt Lake City Center 118.05 Remote Communications Air-Ground

SALT LAKE Center 118.05	Apt Elev 5318′	Trans level: FL180 Trans alt: 18000′ 1. RNAV 1. 2. GPS required.

13,100′
080° 270°
7900′
MSA HLE NDB

AURELIA TWO RNAV DEPARTURE (AUREL2.AUREL)
(RWY 13)



OBSTACLES

Rwy 13: Multiple trees beginning 763′ from DER, 3′ RIGHT of centerline, up to 100′ AGL/5345′ MSL.

This SID requires take-off minimums:
Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 400′ per NM to **6700′**,
ATC climb of 400′ per NM to **7300′.**
Rwy 31: Not authorized-Obstacles.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

N
NOT TO SCALE

INITIAL CLIMB

Climb direct AMOME, then climbing RIGHT turn direct SIRPE. Then via transition.

CHANGES: Take-off minimums box added.

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KSUN/SUN

Apt Elev **5320′**
N43 30.2 W114 17.7

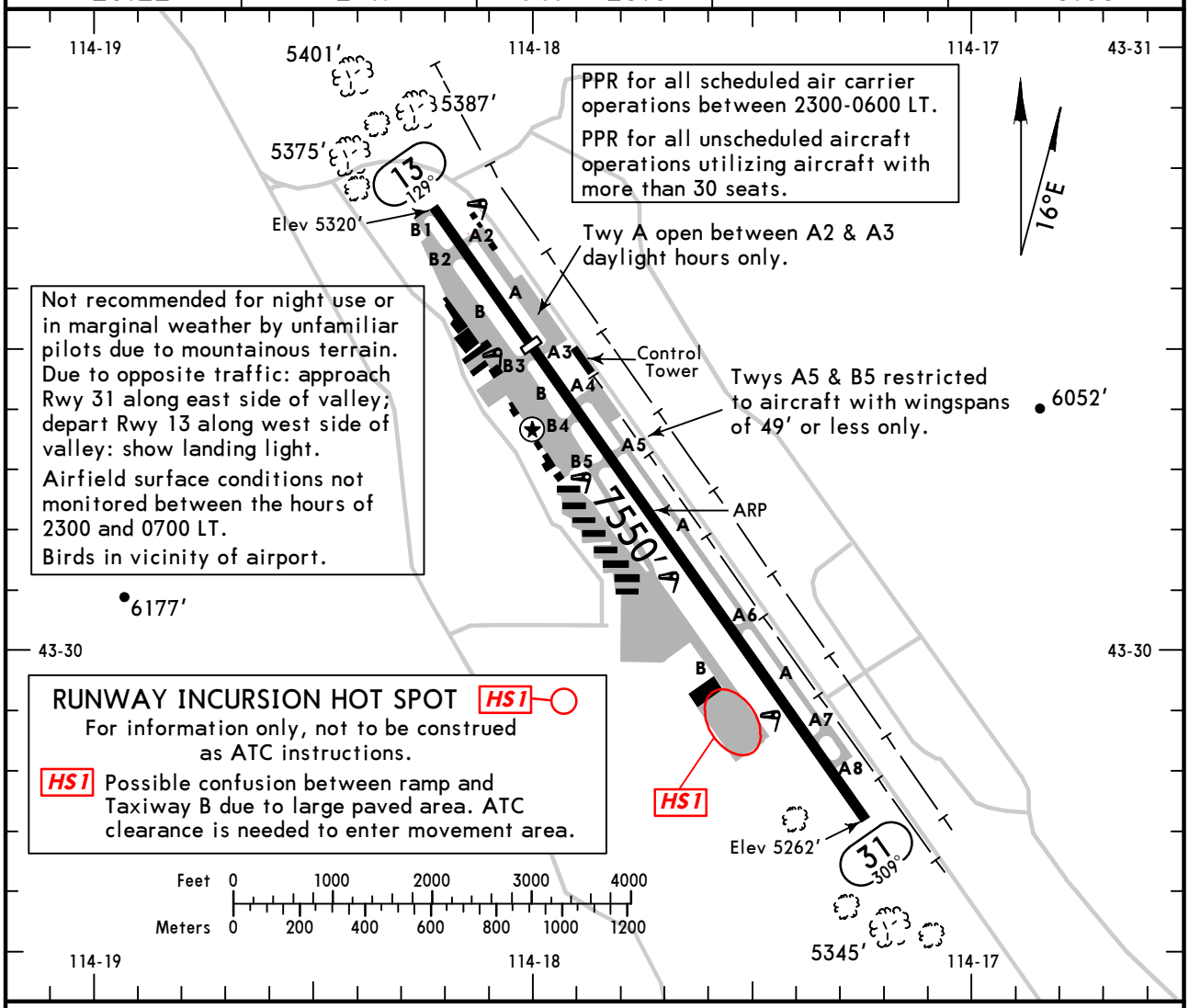
JEPPESEN

11 NOV 11 (10-9)

HAILEY, IDAHO

FRIEDMAN MEML

ATIS	*HAILEY Ground	*Tower	UNICOM 122.95	SALT LAKE Center
128.22	121.7	CTAF 125.6		118.05



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13 ❶ 31	❷ HIRL	grooved	❸ 5450′		7150′	100′
	❷ HIRL PAPI-L (angle 3.5°)	grooved	❹ 6631′		5850′	

❶ When Twr inop land Rwy 31- take-off Rwy 13 due to opposite direction traffic; use landing light in traffic pattern.
❷ Activate on 125.6 when Tower closed.
❸ Last 399′ is unavailable for landing distance computations.
❹ Last 919′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 13		Rwy 31
	With Mim climb of 307′/NM to 6400′	For Climb in Visual Conditions	
1 & 2 Eng	2700-3	3600-3	NA
3 & 4 Eng			

FOR FILING AS ALTERNATE

	RNAV (RNP) Y Rwy 31	RNAV (GPS) W Rwy 31	Other
A	1000-3	1900-2	NA
B			
C		1900-3	
D	NA	NA	

OBSTACLE DP: Rwy 13, climbing right turn heading 149°, then on 160° course to HLE NDB; or for climb in visual conditions: cross Friedman Meml airport at or above 8800′, heading 151°, then on 151° course to HLE NDB.

AMEND 1

CHANGES: Alternate minimums.

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KSUN/SUN
FRIEDMAN MEML

JEPPESEN

17 APR 09 (12-1) CAT A, B & C

HAILEY, IDAHO
RNAV (GPS) W Rwy 31

BRIEFING STRIP ™

ATIS	SALT LAKE Center	*HAILEY Tower	*Ground
128.22	118.05	CTAF 125.6	121.7

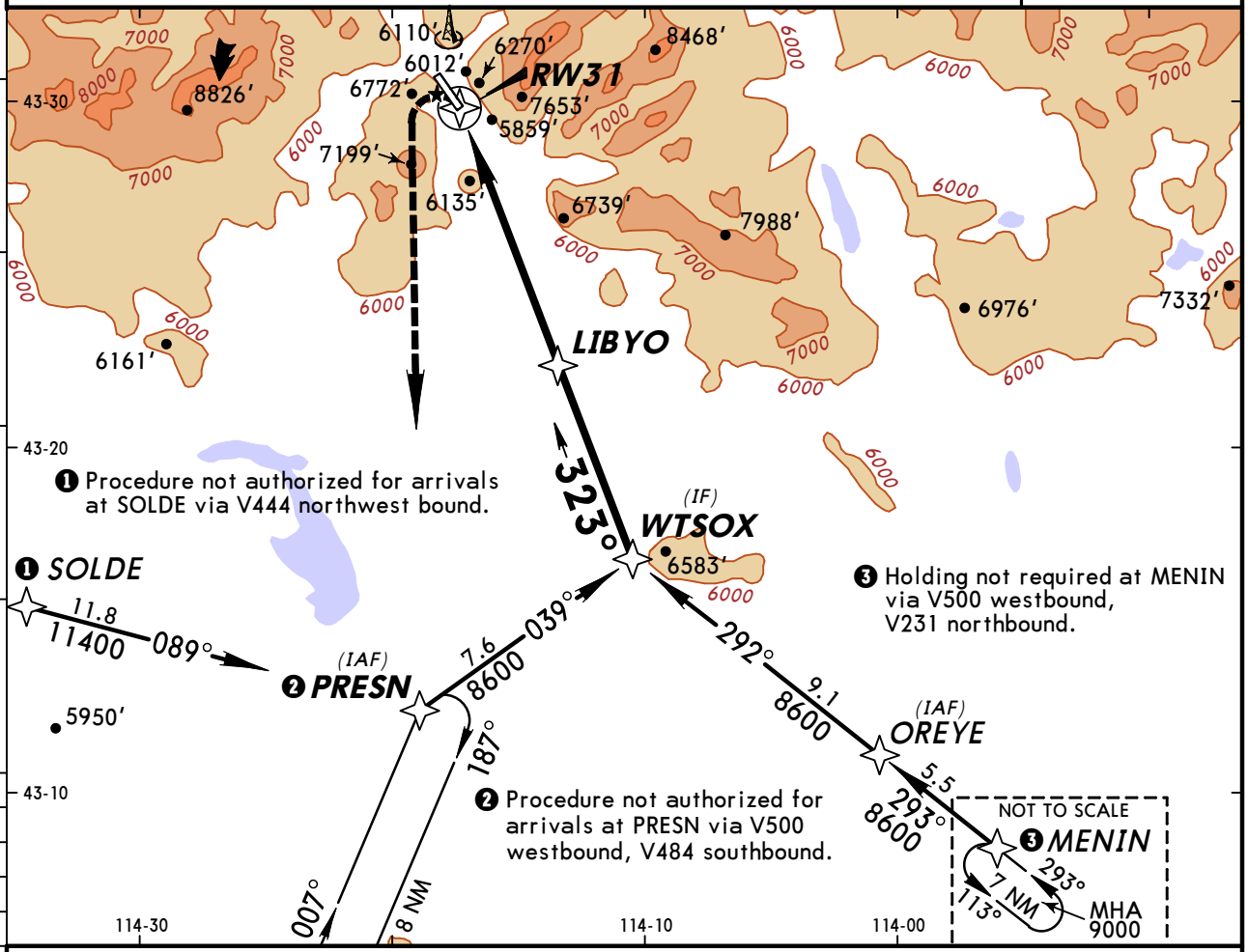
RNAV	Final Apch Crs	Minimum Alt LIBYO	LNAV MDA(H)	Apt Elev 5318′
	323°	7900′ (2610′)	7080′ (1790′)	TDZE 5290′

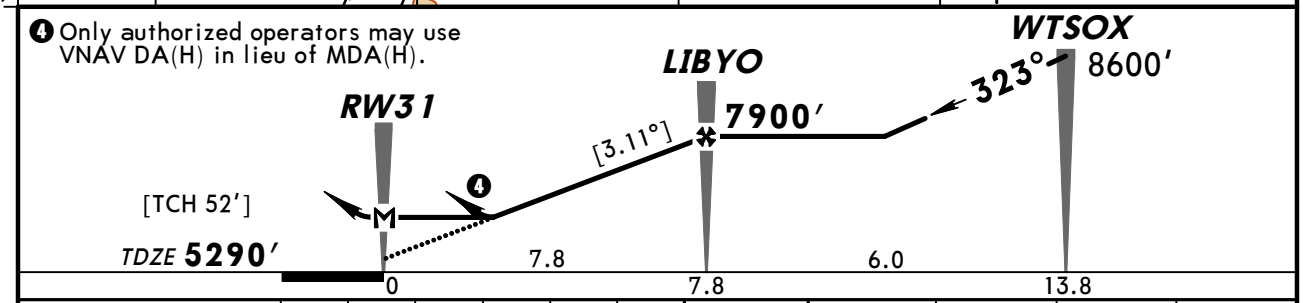
MISSED APCH: Climbing LEFT turn to 8700′ direct PRESN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Visibility reduction by helicopters not authorized.
4. Pilot controlled lighting 125.6.

13,300′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
MAP at RW31						

PAPI-L 8700′ LT PRESN

STRAIGHT-IN LANDING RWY 31 LNAV MDA(H) 7080′ (1790′)		CIRCLE-TO-LAND Not Authorized East of Rwy 13-31 DAY MDA(H)		NIGHT
		Max Kts		
A	1¼	90	7180′ (1862′)-1¼	NA
B	1½	120	7180′ (1862′)-1½	
C	3	140	7180′ (1862′)-3	
D	NA	D	NA	

AMEND 2

TERPS

CHANGES: Notes.

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KSUN/SUN
FRIEDMAN MEML

JEPPESEN

11 NOV 11 (12-20) CAT A, B & C

HAILEY, IDAHO
RNAV (RNP) Y Rwy 31

ATIS	SALT LAKE Center	*HAILEY Tower	*Ground
128.22	118.05	CTAF 125.6	121.7

RNAV	Final Apch Crs	Minimum Alt JESEP	RNP 0.30 DA(H)	Apt Elev 5320′
	314°	7300′ (2010′)	6264′ (974′)	TDZE 5290′

MISSED APCH: Climb to 15000′ via 314° track to LOCIR, 314° track to HISPA, 326° track to SEVTE, 347° track to NUCIV, 347° track to CUTLA, 302° track to RUYLO, 232° track to CULOK, 162° track to FODVA, 120° track to PRESN and hold.

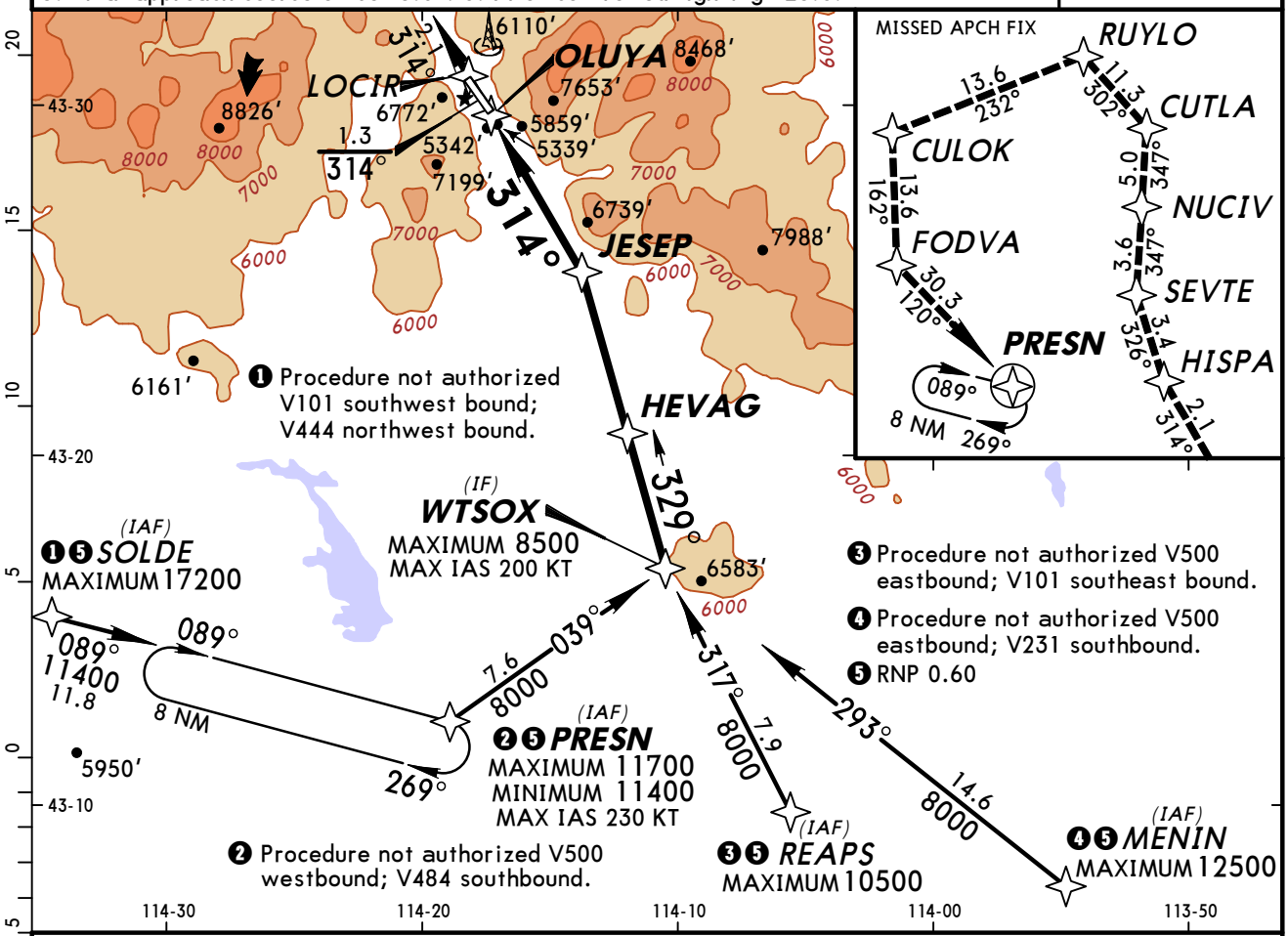
Missed approach requires RNP less than 1.00 and minimum climb of 330′/NM to 14500′.

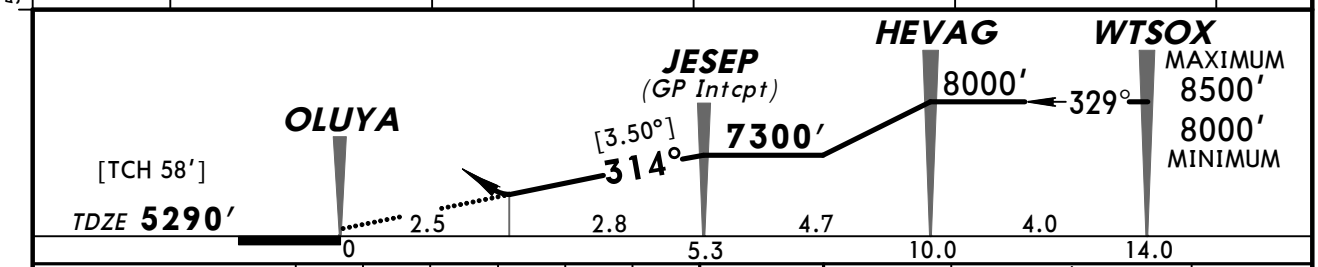
13,300′

MSA OLUYA

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-14°F) or above 37°C (99°F). 4. When VGSI inop, procedure not authorized at night.
5. Final approach course offset 5.0°. 6. Pilot controlled lighting 125.6.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DA						

PAPI-L | 15000′ via 314° | LOCIR

STRAIGHT-IN LANDING RWY 31
RNP 0.30
DA(H) **6264′** (974′)

A	
B	3
C	
D	NA

BRIEFING STRIP ™

TERPS AMEND 1B 17 NOV 2011

CHANGES: Notes.

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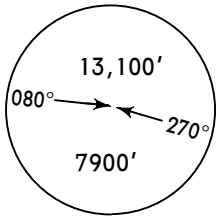
ATIS	SALT LAKE Center	*HAILEY Tower	*Ground
128.22	118.05	CTAF 125.6	121.7

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
HLE 220	330°	D1.0 8000′ (2682′)	Refer to Minimums	5318′

MISSED APCH: LEFT turn to 8000′ direct HLE NDB and hold.

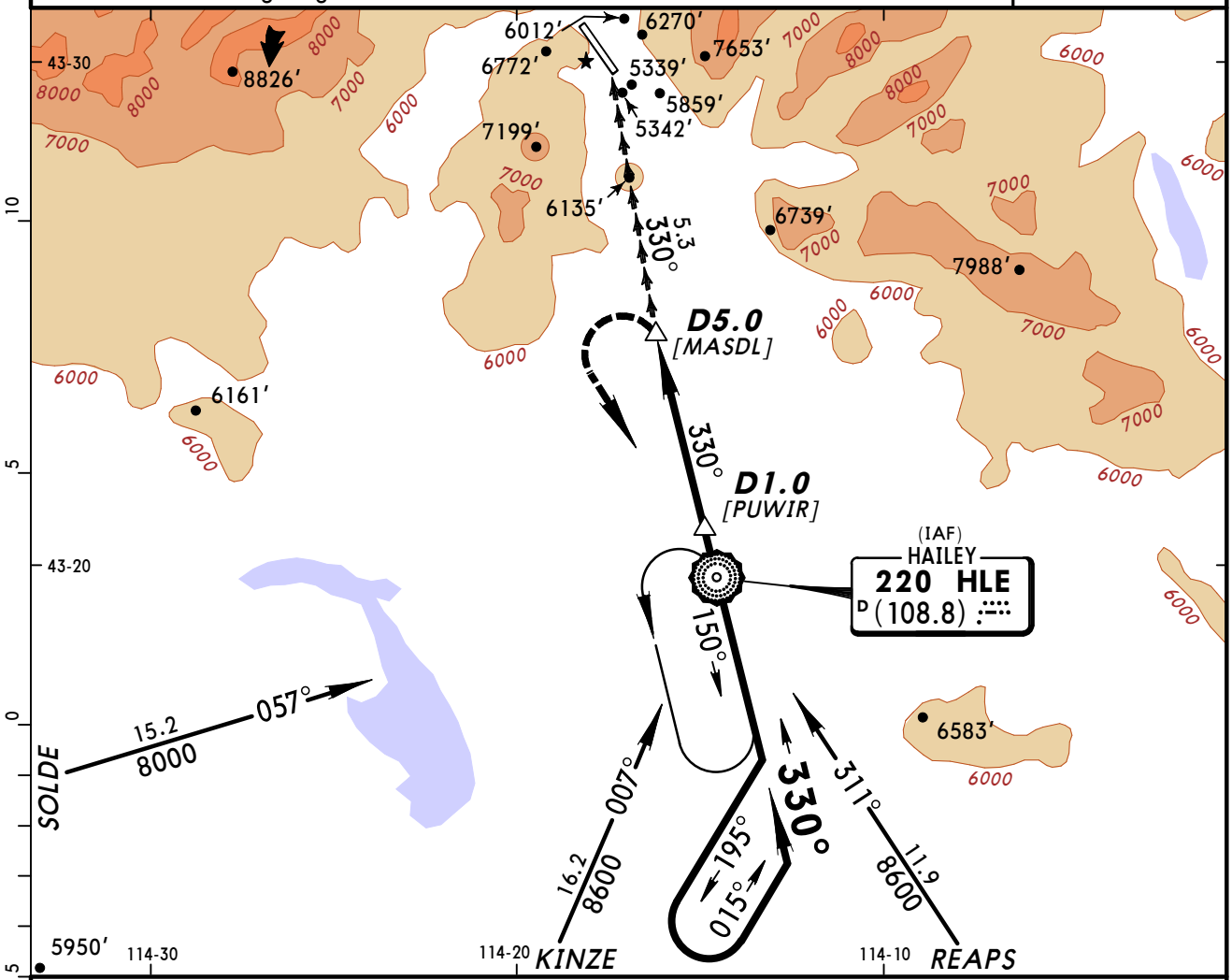
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

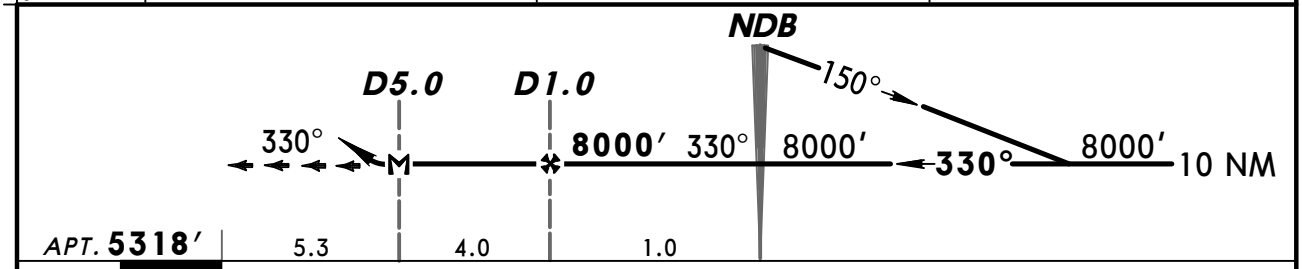
1. When Twr inop, procedure not authorized. 2. Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point. 3. Pilot controlled lighting 125.6.



MSA HLE NDB

BRIEFING STRIP ™





MAP at D5.0							Lighting - Refer to Airport Chart	8000′ LT	D	HLE 220

CIRCLE-TO-LAND
Fly Visual to Airport

	Max Kts	DAY MDA(H)	NIGHT
A	90	8000′(2682′)-5	NA
B	120		
C	140		
D		NA	

TERPS AMEND OB

CHANGES: Printing sequence.

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General Information

Location: Twin Falls ID USA
IATA Code: TWF
Lat/Long: N42° 28.9' W114° 29.3'
Elevation: 4154 ft

Airport Use: Public
Magnetic Variation: 13.3°E
Sectional Chart: Salt Lake City

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1417 Z
Sunset: 0125 Z,

Runway Information

Runway: 07
Length x Width: 8703 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4149 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 3224 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4144 ft

Runway: 25
Length x Width: 8703 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4154 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 3224 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4148 ft

Communication Information

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ASOS 135.025
Twin Falls Tower 118.2 CTAF PCL
Twin Falls Ground Control 121.7
Twin Falls Clearance Delivery 123.65
Twin Falls Approach Control 126.7
Twin Falls Departure Control 126.7
Joslin Fld-Magic Valley R Unicom 122.95
Boise Flight Service Station 122.25 RCO
Salt Lake City Center 118.05 Remote Communications Air-Ground

JEPPESEN 17 JAN 03 10-3 Eff 23 Jan

TWIN FALLS, IDAHO
JOSLIN FLD-MAGIC VALLEY REGL

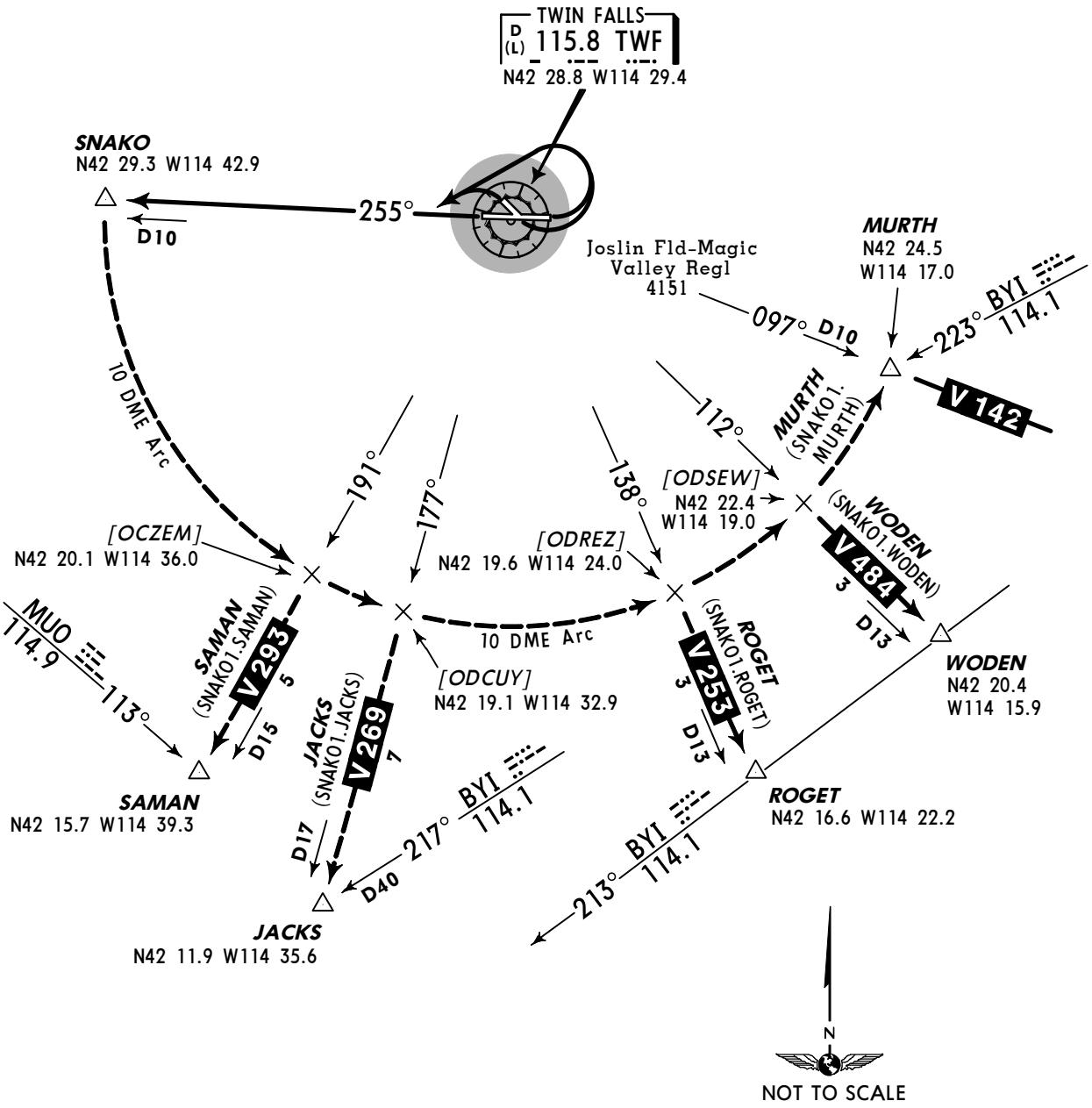
*TWIN FALLS Departure **126.7**
SALT LAKE Center (R) **118.05** when Dep inop.

SNAKO ONE DEPARTURE (SNAKO1.SNAKO) (PILOT NAV)
(DME REQUIRED)

This SID requires minimum climb gradients of:
Murth Transition: 210′ per NM to 10500′
Roget Transition: 290′ per NM to 7600′

Gnd speed-Kts	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050
290′ per NM	363	483	725	967	1208	1450

TAKE-OFF
Rwys 7, 12, and 30: Climbing LEFT turn, thence
Rwy 25: Climb runway heading, thence
DEPARTURE
Intercept and proceed via TWF R-255 to Snako Int, thence via (transition) or (assigned route).



CHANGES: Computer navigation fixes added.

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KTWF/TWF

Apt Elev **4154′**

N42 28.9 W114 29.3

JEPPESEN

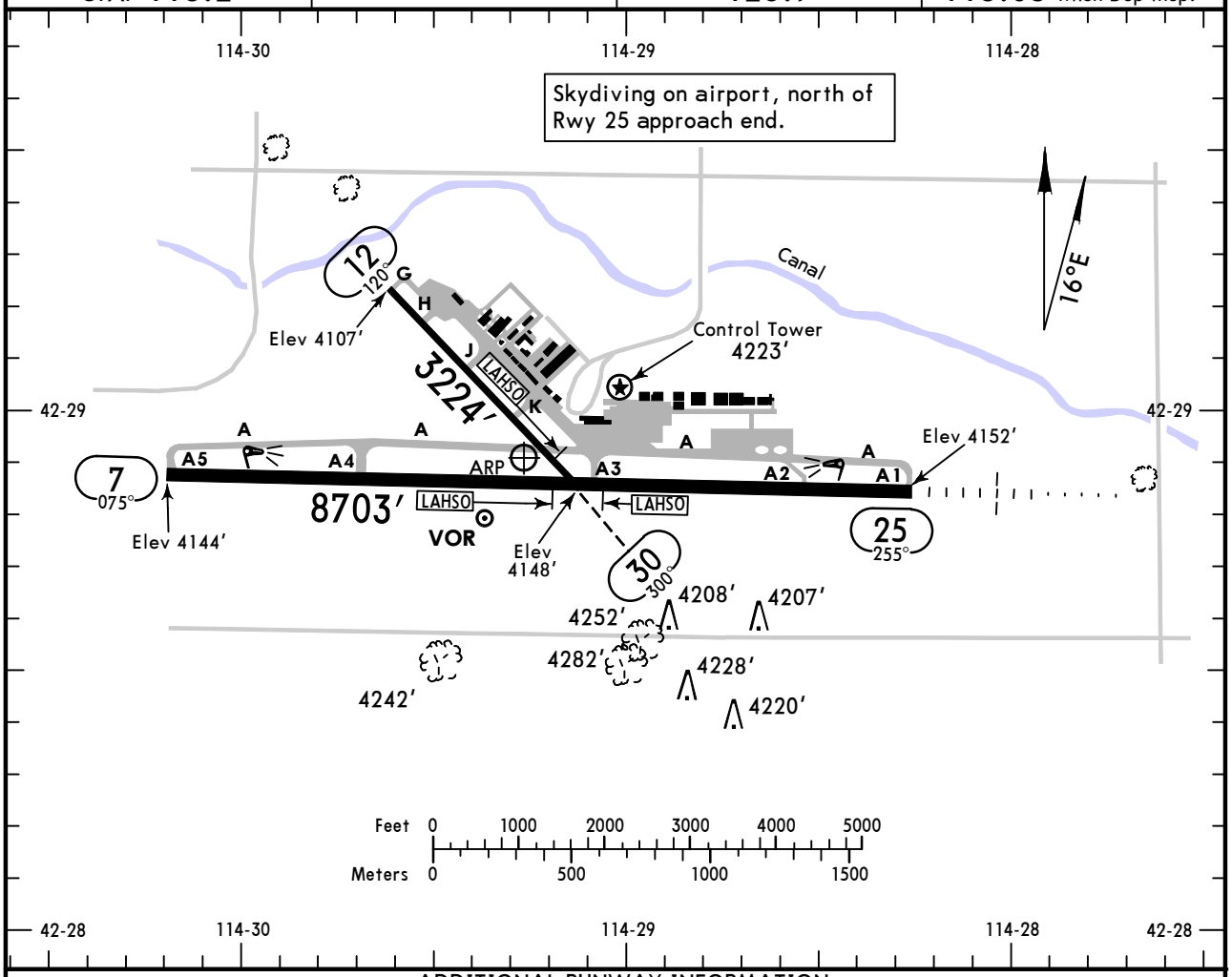
24 DEC 10 (11-1)

TWIN FALLS, IDAHO

JOSLIN-MAGIC VALLEY REGL

ASOS	*TWIN FALLS Clearance	*TWIN FALLS Ground
135.02	123.65	121.7

*Tower		*TWIN FALLS Departure	SALT LAKE Center (R)
CTAF 118.2	UNICOM 122.95	126.7	118.05 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
7	❶ HIRL ❶ REIL VASI-L porous friction course overlay			12/30 4500′		150′
25	❶ HIRL ❶ MALSR ❷PAPI-L porous friction course overlay		7669′	12/30 3600′		
12				7/25 2750′		75′
30						

❶ Activate on 118.2 when Twr inop.
❷ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7, 25, 30: Adequate Vis Ref	Rwys 7, 25, 30: STD	Rwy 12
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 25	LOC Rwy 25, NDB Rwy 25, RNAV (GPS) Rwy 7, RNAV (GPS) Rwy 25	VOR Rwy 7	VOR DME Rwy 7, VOR Rwy 25
A	600-2	800-2	800-2	800-2
B				
C			800-2¼	
D	700-2		800-2½	

OBSTACLE DP: Aircraft departing on TWF VOR R-240 clockwise R-080 climb on course. All others climb rwy heading to 6000′ then climbing turn direct TWF VOR. Climb in holding pattern (hold northwest, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

AMEND 2

CHANGES: Note added, Rwy 12/30 width, Rwy 12 LAHSO added.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN

(11-1) 24 DEC 10

TWIN FALLS, IDAHO
ILS or LOC Rwy 25

ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

LOC	Final	GS	ILS DA(H)	
ITWF	Apch Crs	STRIK	(CONDITIONAL)	Apt Elev 4154'
108.3	255°	5882' (1728')	4354' (200')	TDZE 4154'

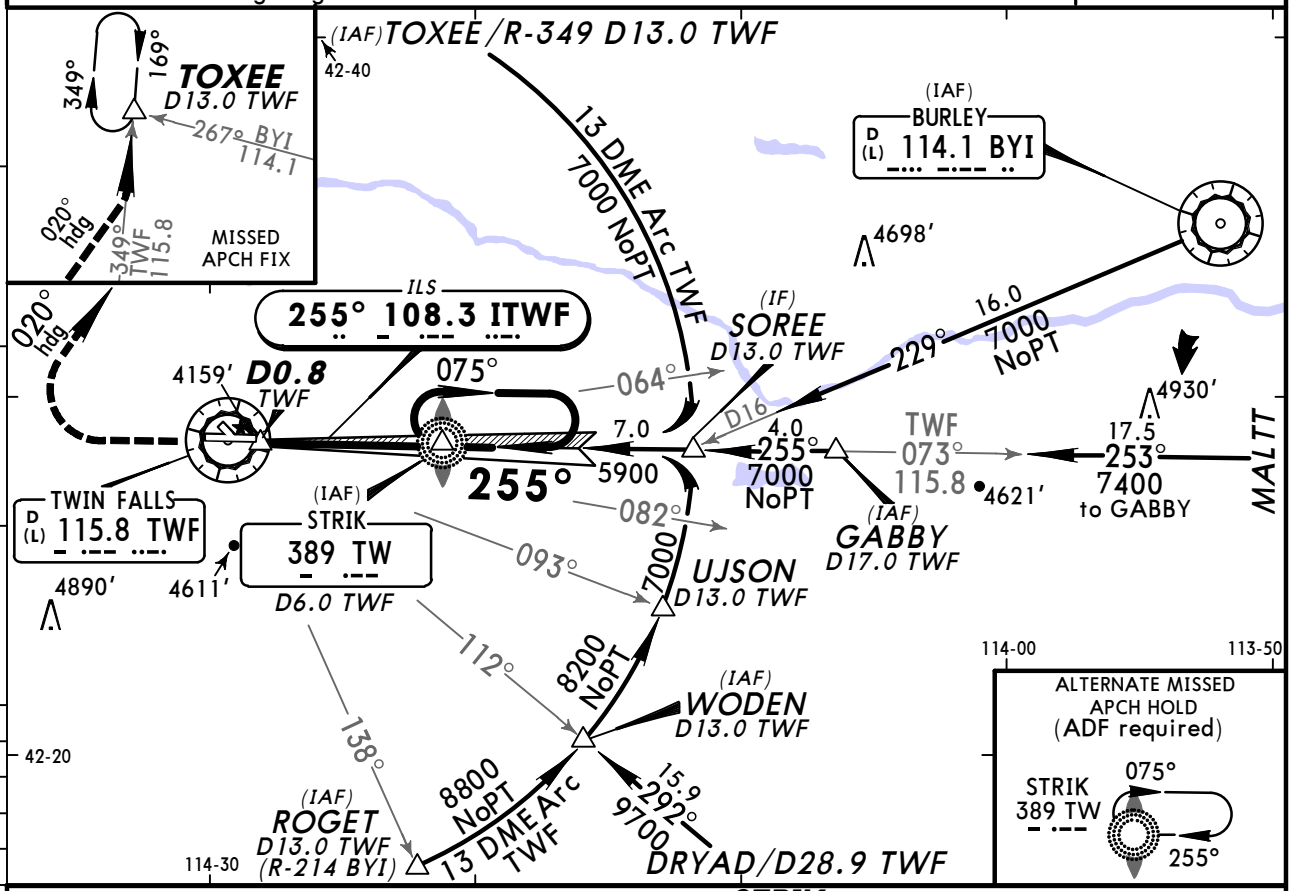
MISSED APCH: Climb to 4600' then climbing RIGHT turn to 7000' via 020° heading and TWF VOR R-349 outbound to TOXEE INT/D13.0 TWF and hold.

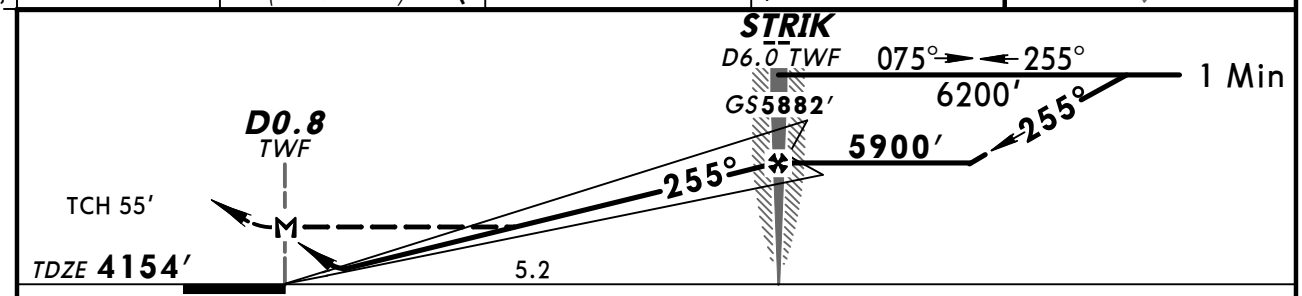
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Jerome Co altimeter setting.
2. Pilot controlled lighting 118.2.

MSA TW LOM: 6300' (220°), 9300' (070°), 9000' (340°)

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.8 TWF or STRIK to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR / PAPI

4600' ↑

7000' RT via 020° hdg and TWF 115.8 R-349

STRAIGHT-IN LANDING RWY 25
With Local Altimeter Setting

	ILS DA(H) 4354' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 4480' (326')	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	4680' (526')-1
120	
140	4700' (546')-1½
165	4780' (626')-2

With Jerome Co Altimeter Setting

	ILS DA(H) 4403' (249') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 4540' (386')	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1¼	

With Jerome Co Altimeter Setting

Max Kts	MDA(H)
90	4740' (586')-1
120	
140	4760' (606')-1¾
165	4840' (686')-2¼

TERPS AMEND 9 17 DEC 2009

CHANGES: None.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN (12-1) 1 MAY 09 Eff 7 May

TWIN FALLS, IDAHO
RNAV (GPS) Rwy 7

ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

BRIEFING STRIP™

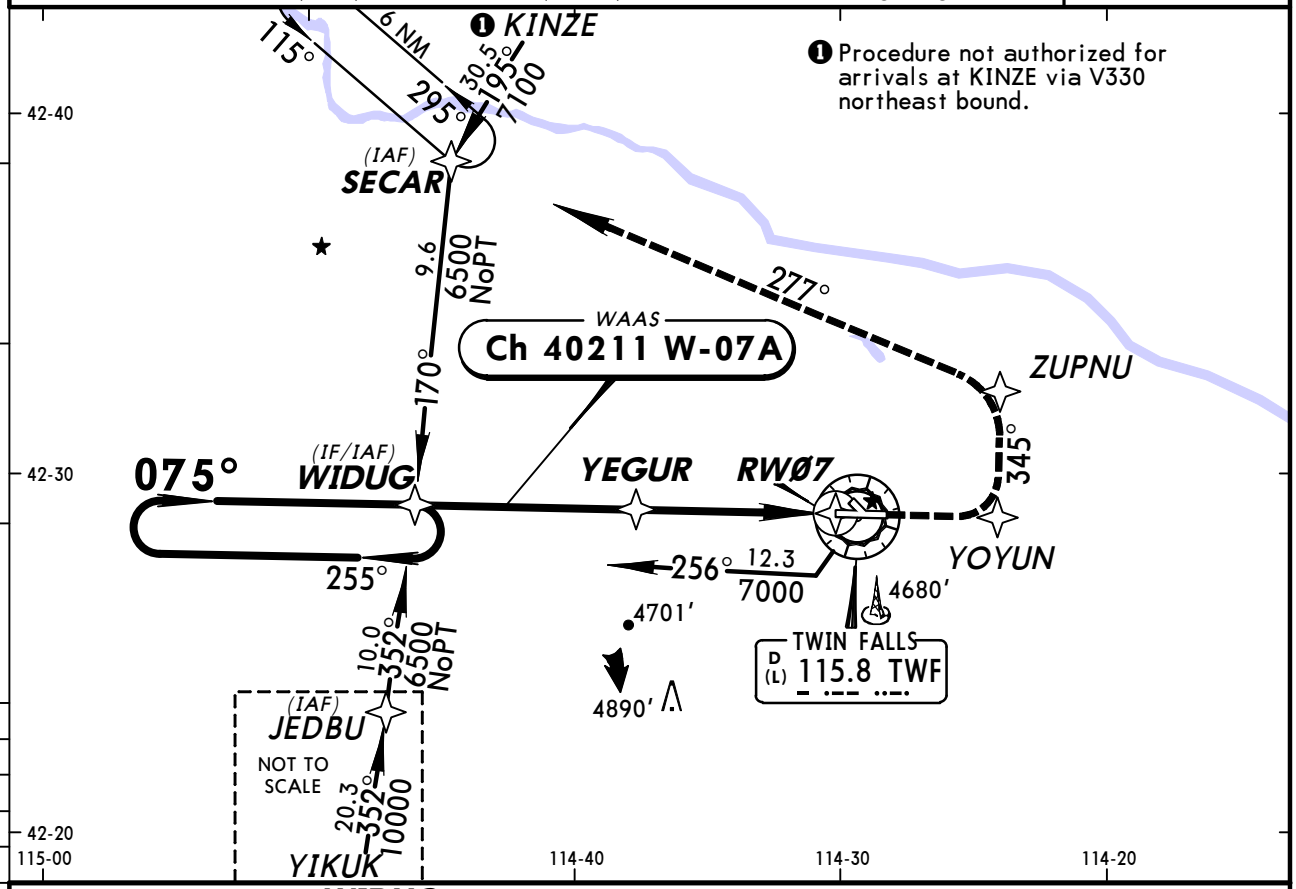
WAAS	Final Apch Crs	Minimum Alt YEGUR	LPV DA(H) (CONDITIONAL)	Apt Elev 4154′
Ch 40211 W-07A	075°	6000′ (1851′)	4399′ (250′)	TDZE 4149′

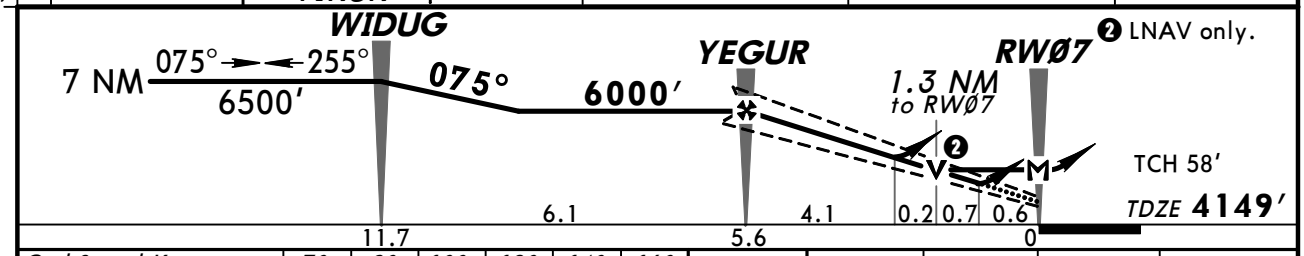
MISSED APCH: Climb to 6000′ direct YOYUN and via 345° track to ZUPNU and via 277° track to SECAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Jerome altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Jerome altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 5. Pilot controlled lighting 118.2.

9300′
MSA RWØ7





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

REIL VASI-L 6000′ YOYUN

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 7

	With Local Altimeter Setting: LPV DA(H) 4399′ (250′)	LNAV/VNAV DA(H) 4668′ (519′)	LNAV MDA(H) 4620′ (471′)
A	3/4	1 3/4	1
B			
C			1 1/4
D			1 1/2

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	4680′ (526′)-1
	120	4720′ (566′)-1
	140	4740′ (586′)-1 1/2
	165	4800′ (646′)-2

	With Jerome Altimeter Setting: LPV DA(H) 4459′ (310′)	LNAV/VNAV DA(H) 4728′ (579′)	LNAV MDA(H) 4680′ (531′)
A	1	2	1
B			
C			1 1/2
D			1 3/4

With Jerome Altimeter Setting	Max Kts	MDA(H)
	90	4740′ (586′)-1
	120	4780′ (626′)-1
	140	4800′ (646′)-1 1/2
	165	4860′ (706′)-2

CHANGES: New procedure.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN (12-2) 1 MAY 09 Eff 7 May

TWIN FALLS, IDAHO
RNAV (GPS) Rwy 25

ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

BRIEFING STRIP™

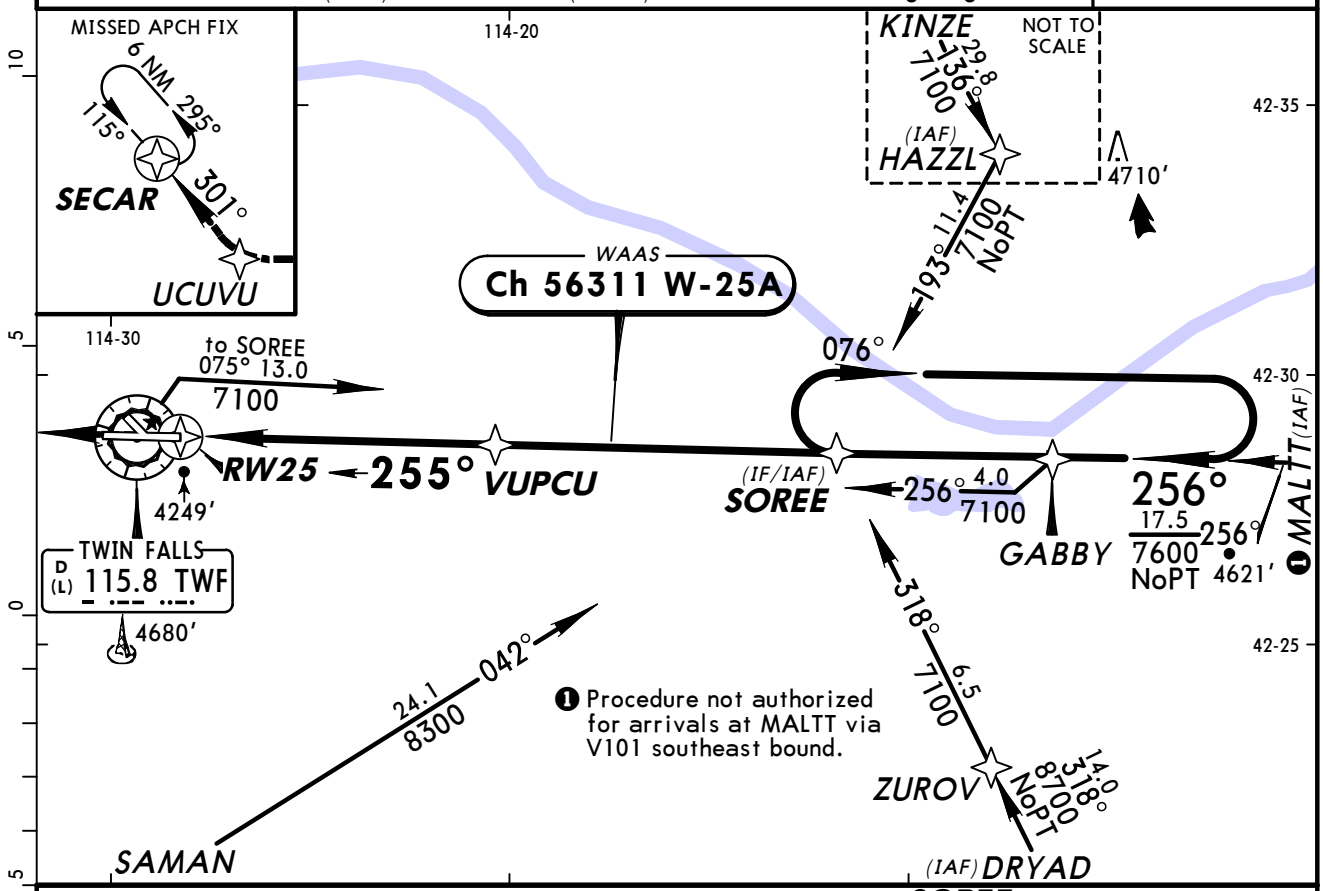
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 4154'
Ch 56311 W-25A	255°	VUPCU 6100' (1946')	4354' (200')	TDZE 4154'

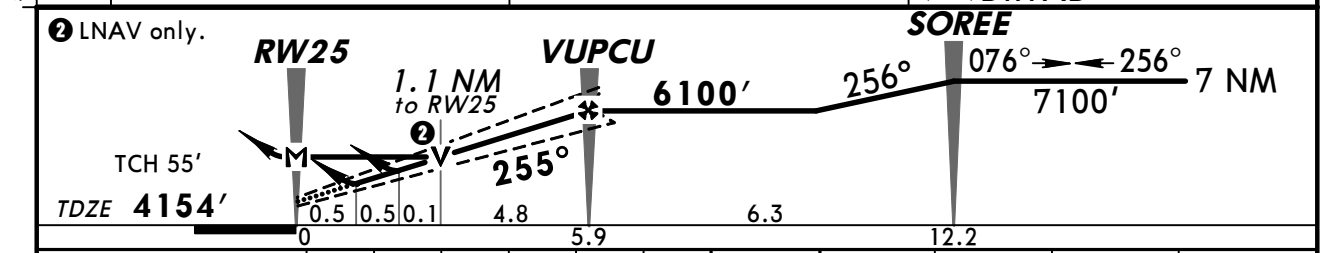
MISSED APCH: Climb to 6000' direct UCUVU and via 301° track to SECAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Jerome altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Jerome altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 5. Pilot controlled lighting 118.2.

9300'
MSA RW25





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

MALSR PAPI 6000' UCUVU

STRAIGHT-IN LANDING RWY 25 With Local Altimeter Setting

	LPV DA(H) 4354' (200')		LNAV/VNAV DA(H) 4531' (377')		LNAV MDA(H) 4560' (406')		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1		

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90	4680' (526')-1
120	4720' (566')-1
140	4740' (586')-1 1/2
165	4800' (646')-2

With Jerome Altimeter Setting

	LPV DA(H) 4414' (260')		LNAV/VNAV DA(H) 4591' (437')		LNAV MDA(H) 4620' (466')	
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1 1/4		1 1/2			1 1/4	
B							
C						1 1/2	
D						1 3/4	

With Jerome Altimeter Setting

Max Kts	MDA(H)
90	4740' (586')-1 3/4
120	4780' (626')-1 3/4
140	4800' (646')-2 1/4
165	4860' (706')-2 3/4

AMEND 0 TERPS

CHANGES: New procedure.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN (13-1) 1 MAY 09 Eff 7 May

TWIN FALLS, IDAHO
VOR Rwy 7

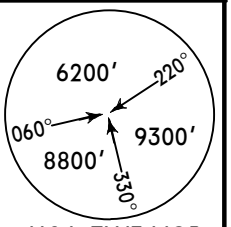
ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 4154′
TWF 115.8	077°	AZAJI 4920′ (771′)	4640′ (491′)	TDZE 4149′

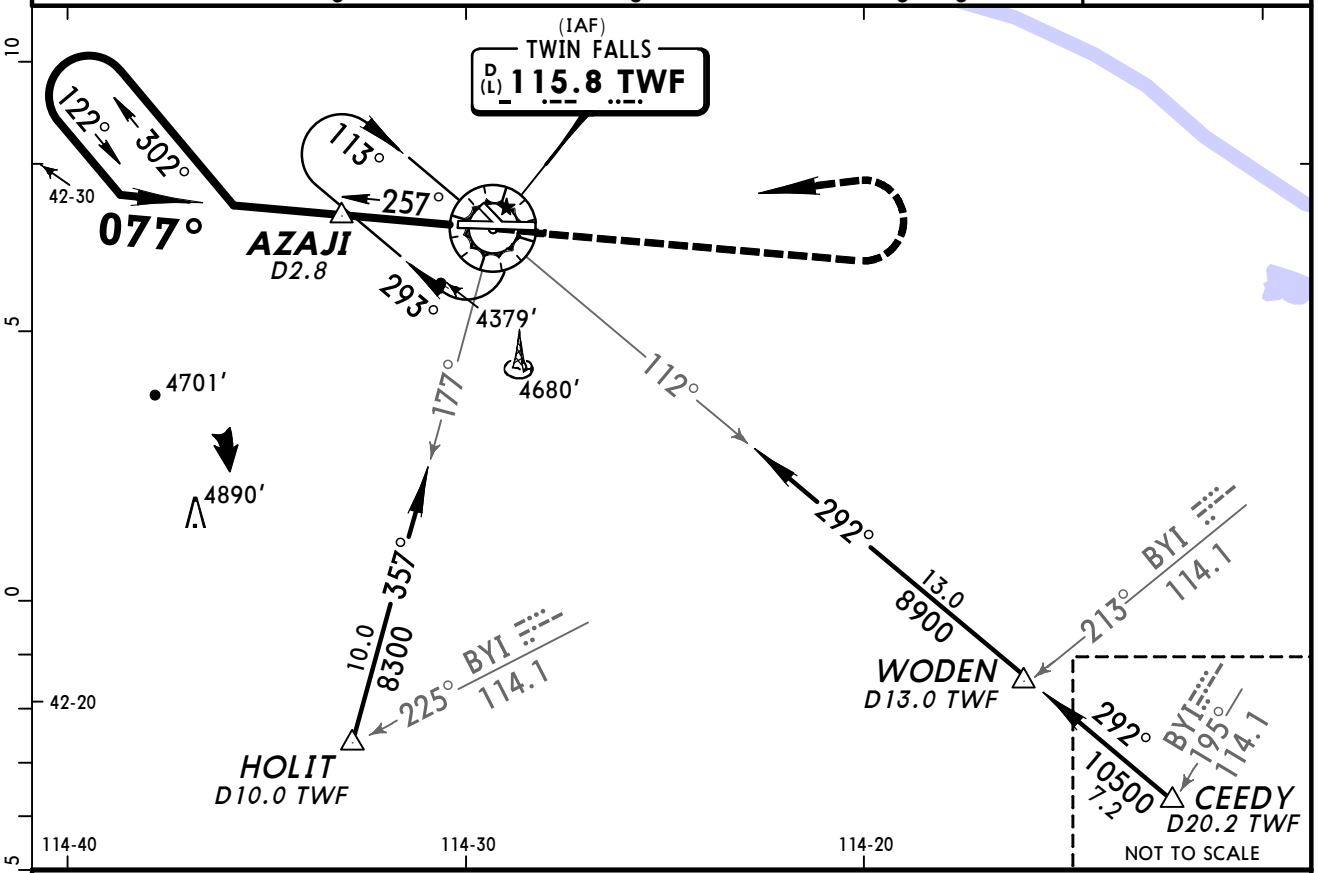
MISSED APCH: Climb to 6000′ then LEFT turn direct TWF VOR and hold.

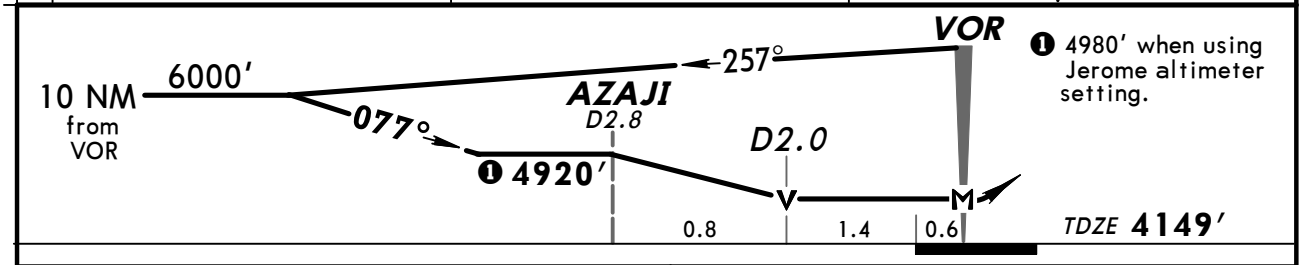
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Jerome altimeter setting. 2. VDP not authorized when using Jerome altimeter setting. 3. Pilot controlled lighting 118.2.



MSA TWF VOR





❶ 4980′ when using Jerome altimeter setting.

MAP at VOR							REIL VASI-L	6000′	LT	D	TWF 115.8

	STRAIGHT-IN LANDING RWY 7 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting		
	MDA(H) 4640′ (491′) With AZAJI	MDA(H) 4920′ (771′) Without AZAJI	Max Kts	With AZAJI MDA(H)	Without AZAJI MDA(H)
A	1	1	90	4680′ (526′) - 1	4920′ (766′) - 1
B		1¼	120	4720′ (566′) - 1	4920′ (766′) - 1¼
C	1¼	2¼	140	4740′ (586′) - 1½	4920′ (766′) - 2¼
D	1½	2½	165	4800′ (646′) - 2	4920′ (766′) - 2½

	With Jerome Altimeter Setting		With Jerome Altimeter Setting		
	MDA(H) 4700′ (551′) With AZAJI	MDA(H) 4980′ (831′) Without AZAJI	Max Kts	With AZAJI MDA(H)	Without AZAJI MDA(H)
A	1	1	90	4740′ (586′) - 1	4980′ (826′) - 1
B		1¼	120	4780′ (626′) - 1	4980′ (826′) - 1¼
C	1½	2½	140	4800′ (646′) - 1¾	4980′ (826′) - 2½
D	1¾	2¾	165	4860′ (706′) - 2¼	4980′ (826′) - 2¾

BRIEFING STRIP™ AMEND 4 TERPS

CHANGES: Procedure.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN (13-2) 1 MAY 09 Eff 7 May

TWIN FALLS, IDAHO
VOR DME Rwy 7

BRIEFING STRIP TM

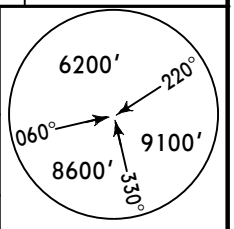
ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4154'
TWF 115.8	078°	D4.0 5300' (1151')	4560' (411')	TDZE 4149'

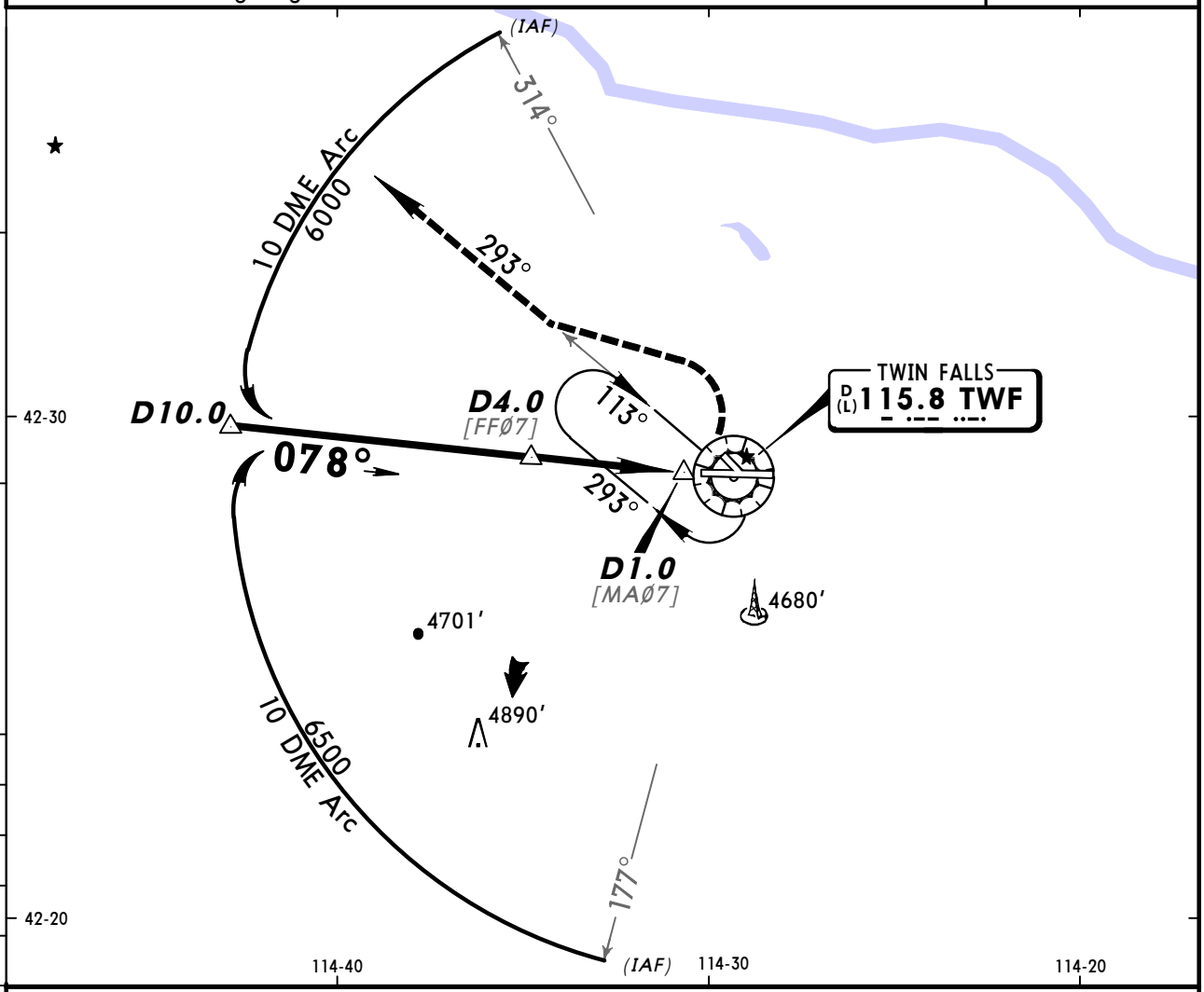
MISSED APCH: Climbing LEFT turn to 6000' outbound on TWF VOR R-293 within 10 NM, return to TWF VOR and hold.

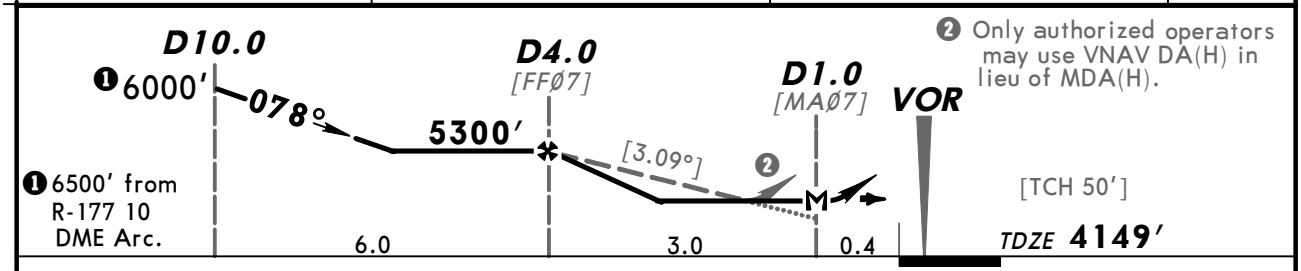
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 118.2.



MSA TWF VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at D1.0						

REIL VASI-L	6000' LT	TWF 115.8 R-293	within 10 NM

STRAIGHT-IN LANDING RWY 7		CIRCLE-TO-LAND	
MDA(H) 4560' (411')		Max Kts	MDA(H)
A	1	90	4680' (526') - 1
B		120	
C	1¼	140	4680' (526') - 1½
D	1½	165	4740' (586') - 2

AMEND OA TERPS

CHANGES: TDZE, minimums.

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ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

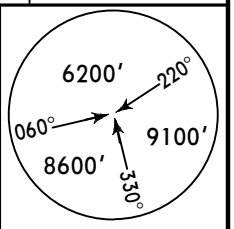
BRIEFING STRIP™

VOR TWF 115.8	Final Apch Crs 248°	No FAF	MDA(H) (CONDITIONAL) 4560′ (406′)	Apt Elev 4154′ TDZE 4154′

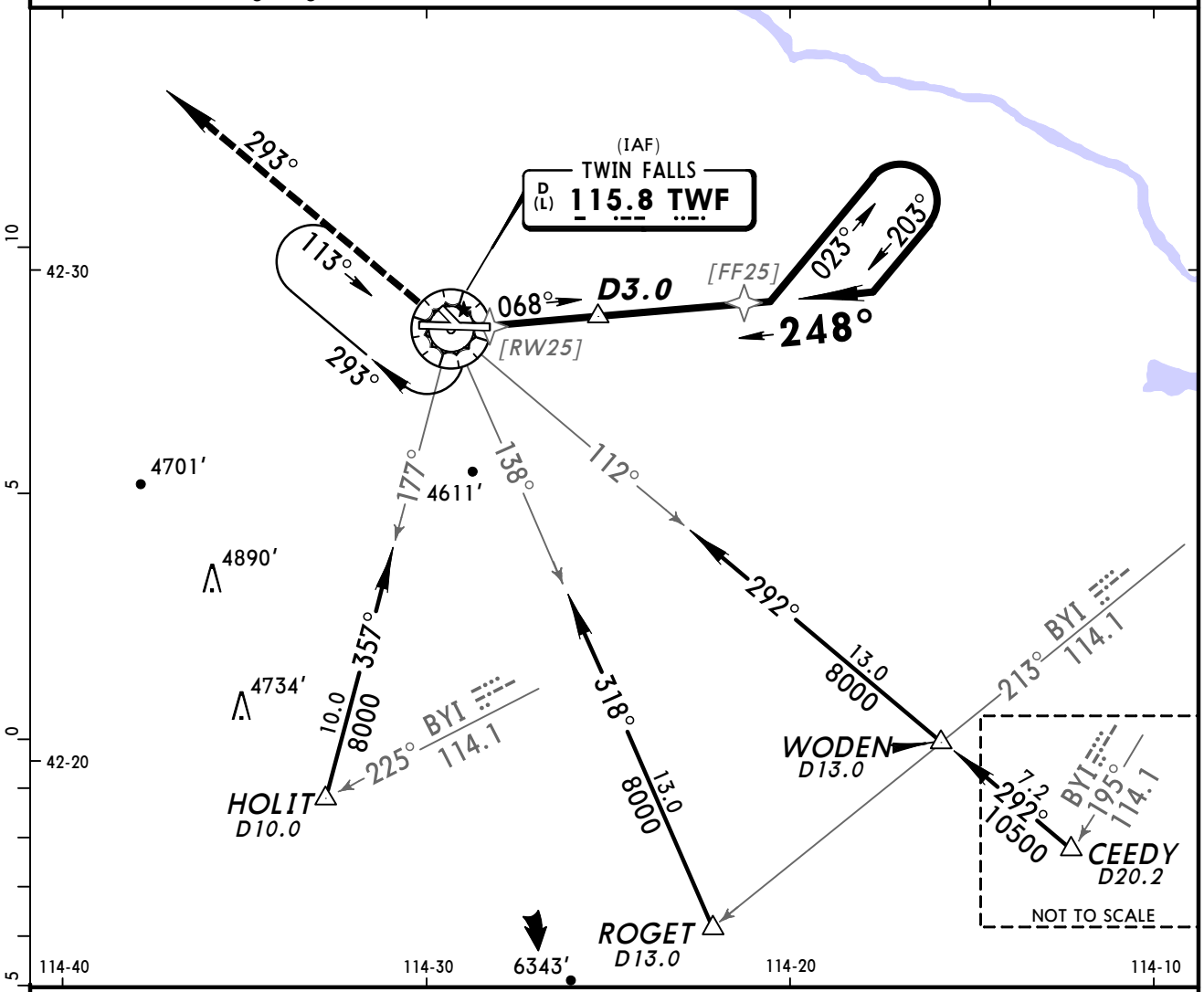
MISSED APCH: Climbing RIGHT turn to 6000′ outbound on TWF VOR R-293 within 10 NM, return to TWF VOR and hold.

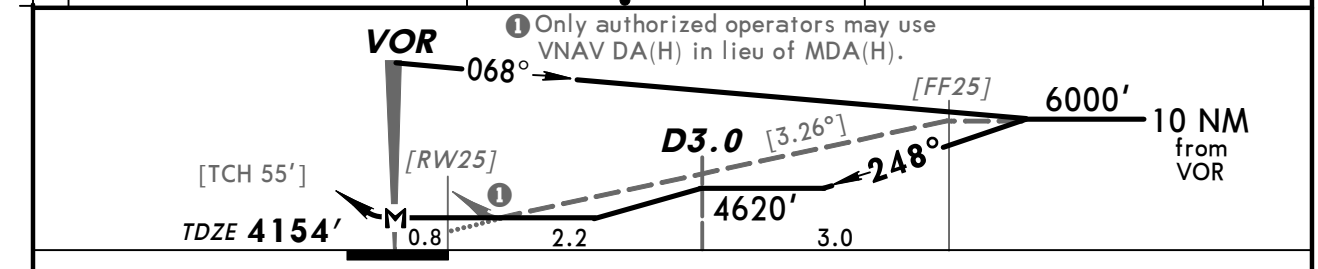
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.2.



MSA TWF VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.26°]	404	519	577	692	808	923
MAP at VOR						

MALSR
PAPI

6000′ on RT

TWF 115.8 R-293

	STRAIGHT-IN LANDING RWY 25						CIRCLE-TO-LAND	
	MDA(H) 4560′ (406′) With D3.0			MDA(H) 4620′ (466′) Without D3.0				
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	4680′ (526′)-1
B							120	
C		1 1/4		3/4	1 1/4		140	4680′ (526′)-1 1/2
D	1			1 1/4	1 3/4		165	4740′ (586′)-2

AMEND 15A TERPS

CHANGES: Descent angle.

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KTWF/TWF
JOSLIN-MAGIC VALLEY REGL

JEPPESEN 20 JAN 12 (16-1)

TWIN FALLS, IDAHO
NDB Rwy 25

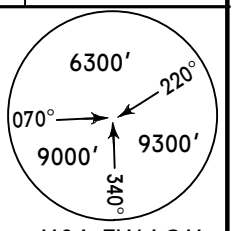
ASOS	*TWIN FALLS Approach	SALT LAKE Center (R)	*TWIN FALLS Tower	*Ground
135.02	126.7	118.05 when App inop.	CTAF 118.2	121.7

LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4154′
TW 389	255°	STRIK 6000′ (1846′)	(CONDITIONAL) 4680′ (526′)	TDZE 4154′

MISSED APCH: Climb to 4800′ then climbing RIGHT turn to 6000′ direct to TW LOM and hold.

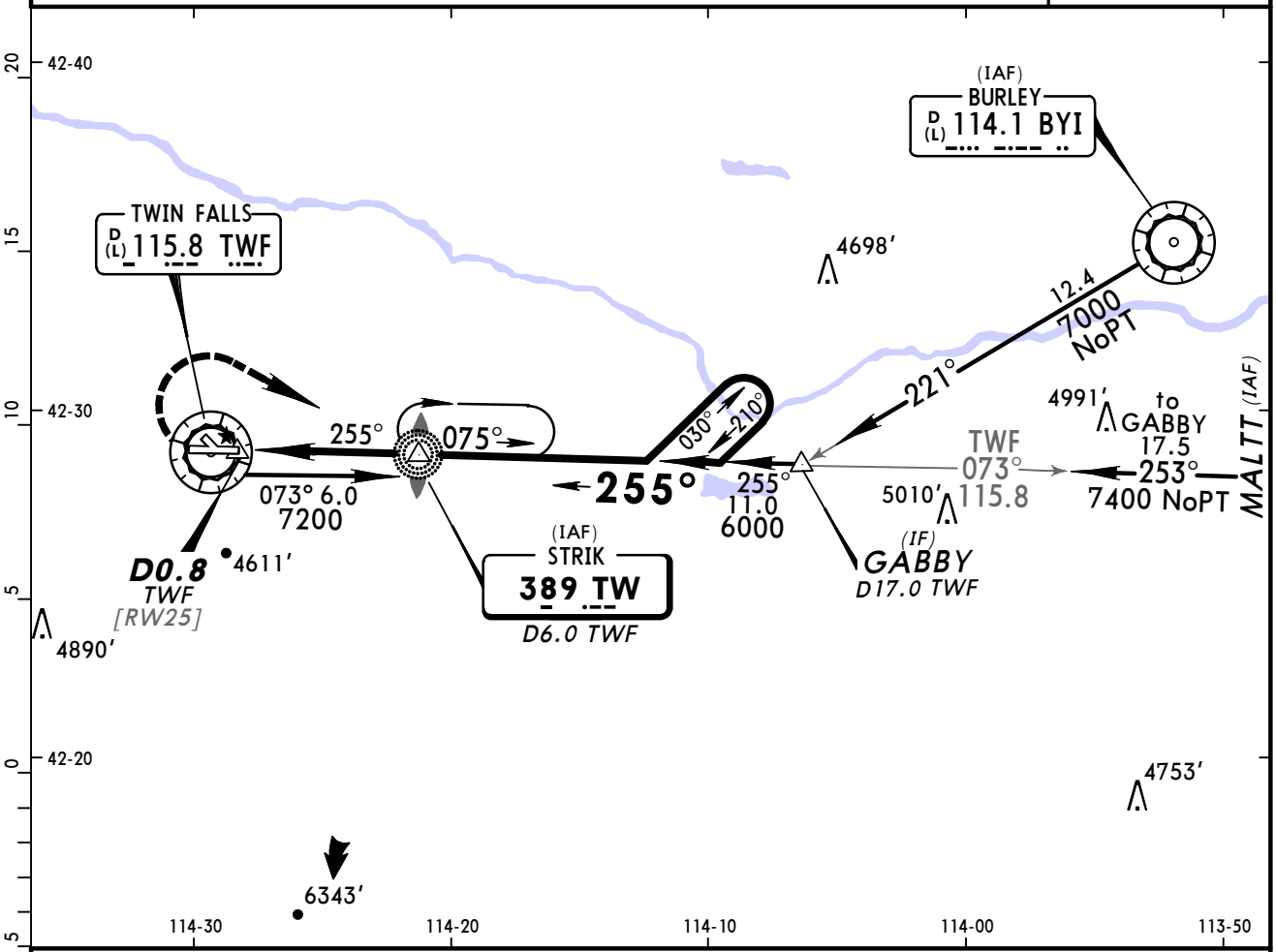
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

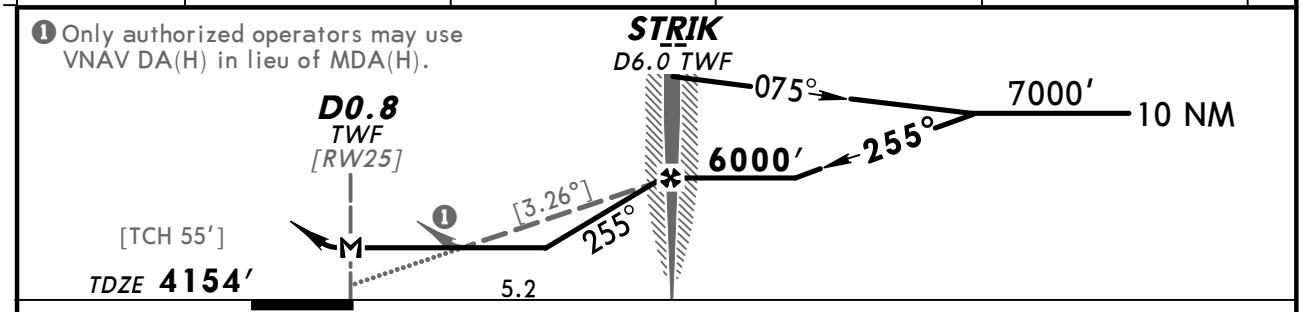
1. Use local altimeter setting; if not received, use Jerome altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 118.2.



MSA TW LOM

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.26°]	404	519	577	692	808	923
MAP at D0.8 TWF or STRIK to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR PAPI | 4800′ | 6000′ RT | D | TW 389

	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND		
	MDA(H) 4680′ (526′) With Local Altimeter Setting		MDA(H) 4740′ (586′) With Jerome Altimeter Setting			With Local Altimeter Setting	With Jerome Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	4680′(526′)-1	4740′(586′)-1
B					120	4720′(566′)-1	4780′(626′)-1
C	1	1½	1	1½	140	4740′(586′)-1½	4800′(646′)-1¾
D	1½	1¾	1½	1¾	165	4800′(646′)-2	4860′(706′)-2¼

AMEND 6A TERPS

CHANGES: None.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ARCO, ID (ARCO-BUTTE CO - KAOC)

BOISE, ID (BOISE AIR TERMINAL/GOWEN - KBOI)

COEUR D'ALENE, ID (COEUR D' ALENE-BOYINGTON - KCOE)

DRIGGS, ID (DRIGGS-REED MEML - KDIJ)

REV	LAMON 1 RNAV DEP	10-3	17 Feb 2012	

IDAHO FALLS, ID (IDAHO FALLS REGL - KIDA)

LEWISTON, ID (LEWISTON-NEZ PERCE CO - KLWS)

MOUNTAIN HOME, ID (MOUNTAIN HOME AFB - KMUO)

POCATELLO, ID (POCATELLO REGL - KPIH)

HAILEY, ID (FRIEDMAN MEML - KSUN)

TWIN FALLS, ID (JOSLIN FLD-MAGIC VALLEY REGL - KTWF)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAOC

No Chart Change Notices for Airport KBOI

No Chart Change Notices for Airport KCOE

No Chart Change Notices for Airport KDIJ

No Chart Change Notices for Airport KIDA

No Chart Change Notices for Airport KLWS

No Chart Change Notices for Airport KMUO

No Chart Change Notices for Airport KPIH

No Chart Change Notices for Airport KSUN

No Chart Change Notices for Airport KTWF