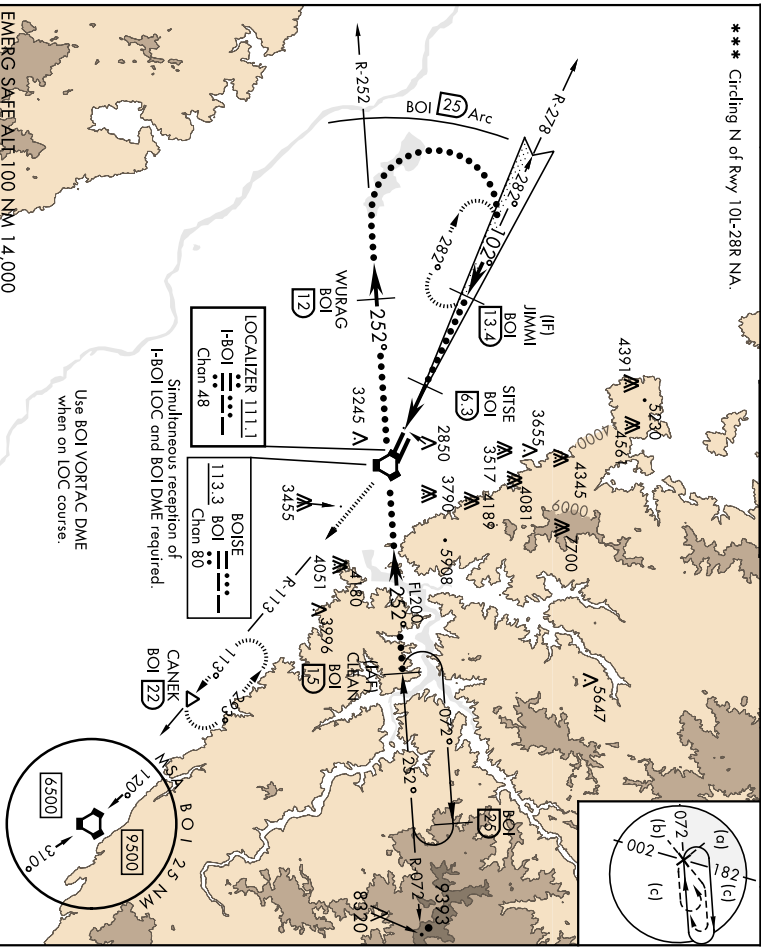


BOISE, IDAHO

# HI-ILS Z or LOC Z RWY 10R

22363

LOC I-BOI <b>111.1</b>	APCH CRS <b>102°</b>	Rev./Idg TDZE App'l Elev <b>2836</b> <b>2872</b>	AI-57 [USAFI]	BOISE AIR TERMINAL (GOWEN FLD) (KBOI)
DME required.		AI-57-2	MISSED APPROACH: Climb to 7300 on BOI VORTAC R-113 to CANER/BOI 22 DME and hold.	
*** When AI-57 Inop, increase RVR to 40 and vis to 1/2 mile. ** When AI-57 Inop, increase RVR to 35 and vis to 1 mile.				
ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CINC DEL <b>125.9 323.2</b>
*** Circling N of Rwy 10L-28R N/A.		ASOS		



7300 BOI R-113	CANER △	WURAG WURAG coincident (VGS1 Angle 3.00/TCH 64)	VORTAC BOI 115	ELEV 2872	TDZE 2836
Right of 12,000 feet within 25 NM of BOI VORTAC		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 64)		CLEAN BOI 15	
GS 3.00° TCH 64	Use BOI VORTAC DME when on LOC course.		BOI 2.5 NM		
CATEGORY	C	D	E		
S-ILS 10R *	3036/18	200	1200-1/1		
S-LOC 10R **	3200/35	364	1400-5/1		
*** CIRCLING	3640-2 1/4 768 (800-2 1/4)	3820-3 948 (1000-3)	3880-3 1008 (1100-3)	TDZ/CL Rwy 10R-28L HI-ILS Rwy 10L-28R, 10R-28L REIL Rwy 10L	
BOISE, IDAHO	43°34'N-116°13'W		BOISE AIR TERMINAL (GOWEN FLD) (KBOI)		

Andh 5A 29DEC22

**HI-ILS Z or LOC Z RWY 10R**

# HI-VOR or TACAN Rwy 10R

BOISE, IDAHO	VORTAC BOI	APCH CRS	Rwy/Idg	9763
	113.3	TDZE	2836	
	Chan 80	Appt Elev	2872	

AL57 (USA#)

BOISE AIR TERMINAL (GOWEN FLD)

(KBOI)

DME required:  
 \* When AITS mop, increase RVR to 60 and vis to 1 1/2 miles.

AISF-2

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

AITS	BIG SKY APP CON	BOISE TOWER
123.9 290.4	119.6 269.4	118.1 257.8

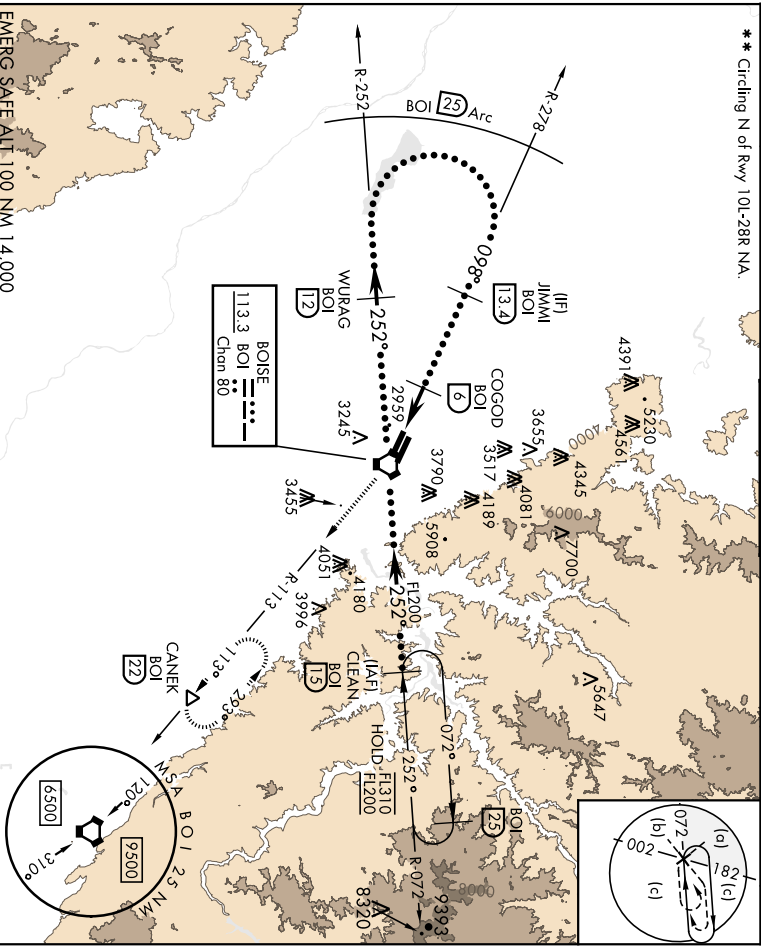
BOISE TOWER

GND CON 121.7 348.6

CINC DEL 125.9 323.2

ASOS

\*\* Circling N of Rwy 10L-28R NA.

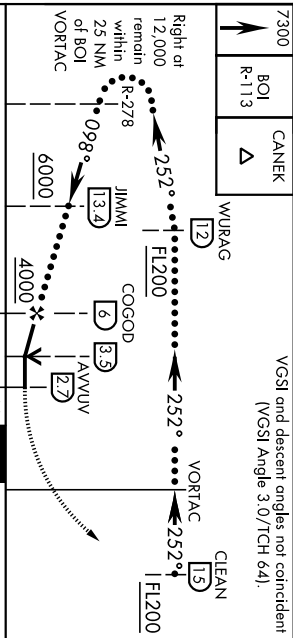


EMERG SAFE ALT 100 NM 14,000

VGSI and descent angles not coincident (VGSI Angle 3.0/TCH 64).

ELEV 2872

TDZE 2836

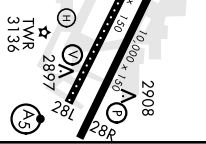


Right at 12,000 remain within 25 NM of BOI VORTAC

CATEGORY	C	D	E
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S-10R *	3220/35	384 (400-5%)	384 (400-5%)
** CIRCLING	3740-2 1/4	3870-3	3880-3
	768 (800-2 1/4)	948 (1000-3)	1008 (1100-3)

TDZL/CL Rwy 10R-28L  
 HIRL Rwys 10L-28R, 10R-28L  
 REL Rwy 10L



BOISE, IDAHO  
Amdt 2 08SEP22

43°34'N-116°13'W

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

# HI-VOR or TACAN Rwy 10R

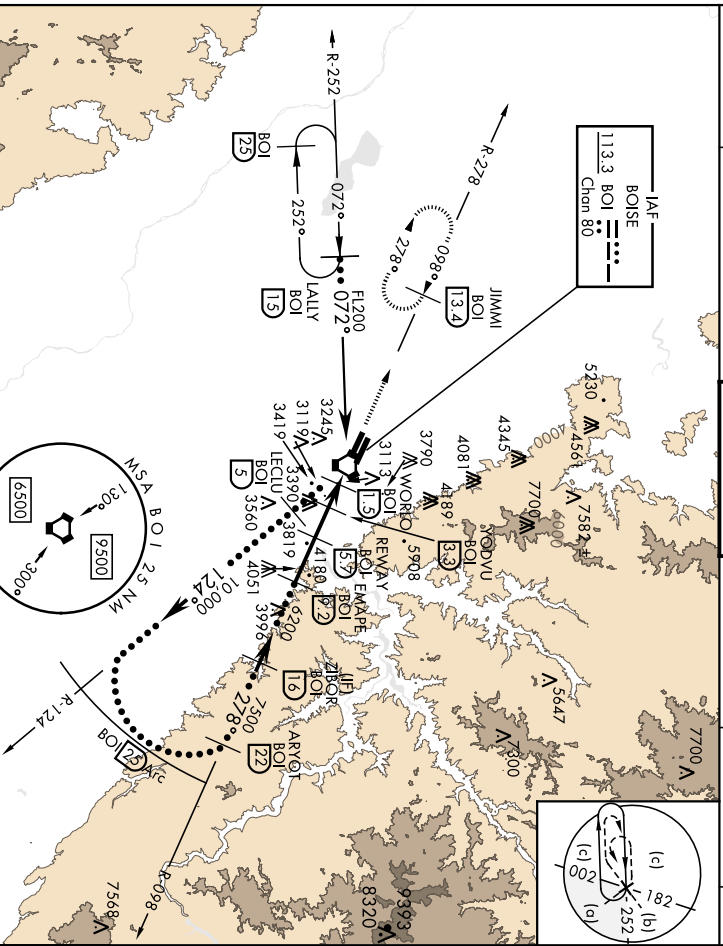
BOISE, IDAHO

**HI-VOR Z or TACAN Z RWY 28L**

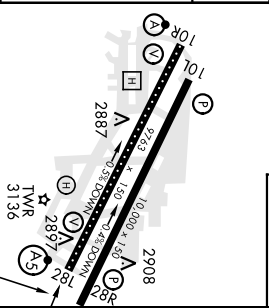
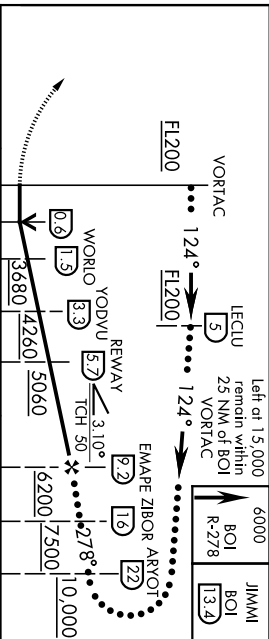
VORTAC BOI <b>113.3</b> Chan 80	APCH CRS <b>278°</b>	Rwy Idg 28L <b>2858</b> Appl Elev <b>2872</b>	28R <b>2872</b>	AI-57 (USAF) BOISE AIR TERMINAL (GOWEN FLD) (KBOI)
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DME required: ** When AIS Inop, increase vts to 1/2 miles. ** Circling N of Rwy 10L-28R NA.	MAISR <b>A5</b>	MISSED APPROACH: Climb to 6000 on BOI VORTAC R-278 to JIMMI/13.4 DME and hold.
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AIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CINC DEL <b>125.9 323.2</b>	ASOS
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EMERG SAFETY ALT 100 NM 14,000	ELEV 2872	TDZE 28L 2858
		TDZE 28R 2872



CATEGORY	C	D	E
S-28L *	3380/55	522	(600-1)
SIDESTEP	3380-17½		
RWY 28R	508 (600-17½)	3380-2½	508 (600-2¼)
	3620-2¼	3820-3	3880-3
	748 (800-2¼)	948 (1000-3)	1008 (1100-3)
CIRCLING			

TDZL/CL Rwy 10R-28L	
HRL Rwys 10L-28R, 10R-28L	
REL Rwy 10L	

BOISE, IDAHO  
BOISE AIR TERMINAL (GOWEN FLD) (KBOI)  
Amdt 4 08SEP22



LOC/DME I-AAD <b>110.15</b> Chan 38(Y)	APP CRS <b>282°</b>	Rwy ldg <b>10000</b> TDZE <b>2871</b> Apt Elev <b>2871</b>
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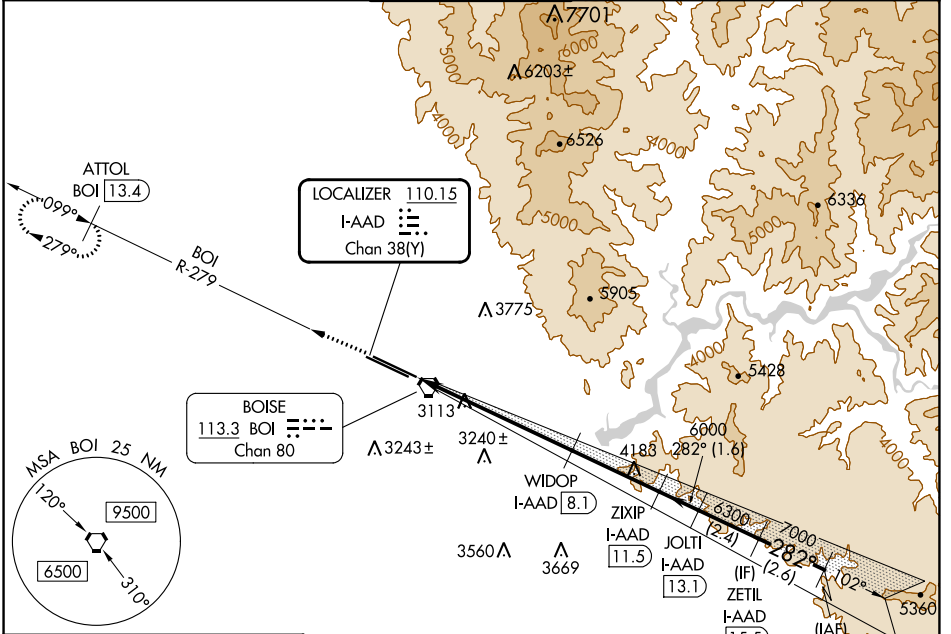
# ILS or LOC RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

**⚠** Circling NA north of Rwy 10L-28R. DME required.

MISSED APPROACH: Climb to 6000 on BOI VORTAC R-279 to ATTOL/BOI 13.4 DME and hold.

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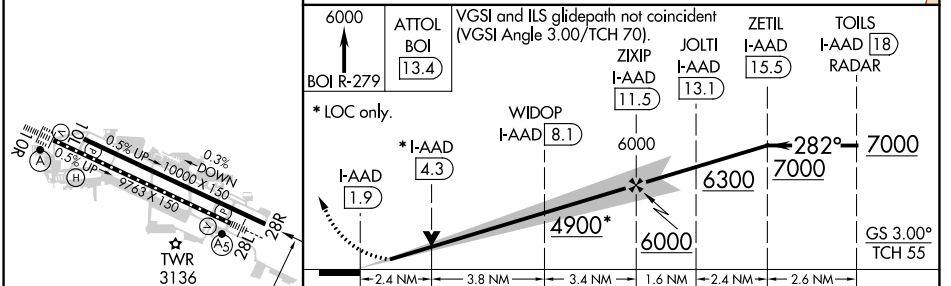


NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 2871	<b>D</b> TDZE 2871
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## RADAR and DME REQUIRED



REIL Rwy 10L TDZ/CL Rwy 10R and 28L HIRL Rwy 10L-28R and 10R-28L	<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>S-ILS 28R</td> <td colspan="4">3121-<sup>3</sup>/<sub>4</sub> 250 (300-<sup>3</sup>/<sub>4</sub>)</td> </tr> <tr> <td>S-LOC 28R</td> <td>3700-1 829 (900-1)</td> <td>3700-1<sup>1</sup>/<sub>4</sub> 829 (900-1<sup>1</sup>/<sub>4</sub>)</td> <td>3700-2<sup>1</sup>/<sub>2</sub> 829 (900-2<sup>1</sup>/<sub>2</sub>)</td> <td>829 (900-2<sup>1</sup>/<sub>2</sub>)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>3700-1<sup>1</sup>/<sub>4</sub> 829 (900-1<sup>1</sup>/<sub>4</sub>)</td> <td>3740-2<sup>1</sup>/<sub>2</sub> 869 (900-2<sup>1</sup>/<sub>2</sub>)</td> <td>3820-3 949 (1000-3)</td> <td></td> </tr> </table>				CATEGORY	A	B	C	D	S-ILS 28R	3121- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )				S-LOC 28R	3700-1 829 (900-1)	3700-1 <sup>1</sup> / <sub>4</sub> 829 (900-1 <sup>1</sup> / <sub>4</sub> )	3700-2 <sup>1</sup> / <sub>2</sub> 829 (900-2 <sup>1</sup> / <sub>2</sub> )	829 (900-2 <sup>1</sup> / <sub>2</sub> )	<b>C</b> CIRCLING	3700-1 <sup>1</sup> / <sub>4</sub> 829 (900-1 <sup>1</sup> / <sub>4</sub> )	3740-2 <sup>1</sup> / <sub>2</sub> 869 (900-2 <sup>1</sup> / <sub>2</sub> )	3820-3 949 (1000-3)	
CATEGORY	A	B	C	D																				
S-ILS 28R	3121- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )																							
S-LOC 28R	3700-1 829 (900-1)	3700-1 <sup>1</sup> / <sub>4</sub> 829 (900-1 <sup>1</sup> / <sub>4</sub> )	3700-2 <sup>1</sup> / <sub>2</sub> 829 (900-2 <sup>1</sup> / <sub>2</sub> )	829 (900-2 <sup>1</sup> / <sub>2</sub> )																				
<b>C</b> CIRCLING	3700-1 <sup>1</sup> / <sub>4</sub> 829 (900-1 <sup>1</sup> / <sub>4</sub> )	3740-2 <sup>1</sup> / <sub>2</sub> 869 (900-2 <sup>1</sup> / <sub>2</sub> )	3820-3 949 (1000-3)																					

LOC/DME I-BOI <b>111.1</b> Chan 48	APP CRS <b>102°</b>	Rwy Idg <b>9763</b> TDZE <b>2836</b> Apt Elev <b>2872</b>
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# ILS Y RWY 10R (CAT II & III)

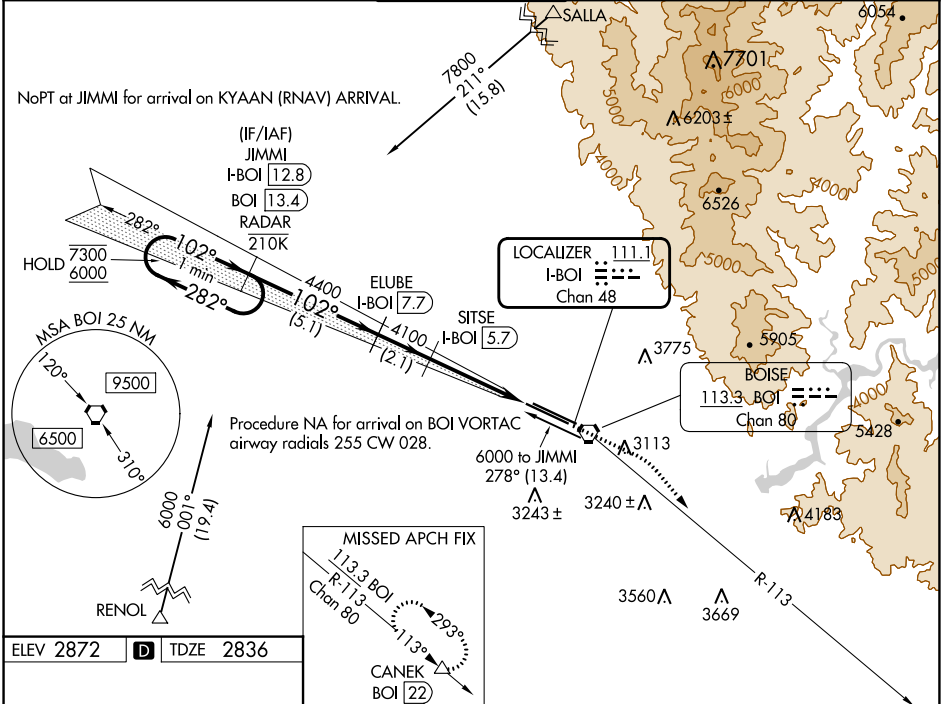
BOISE AIR TRML/GOWEN FLD (BOI)

DME required. RNAV 1 - GPS. From SALLA and RENOL.

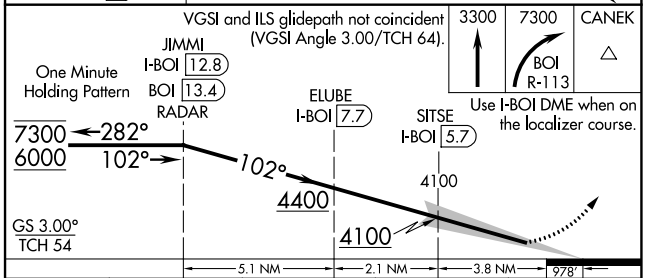
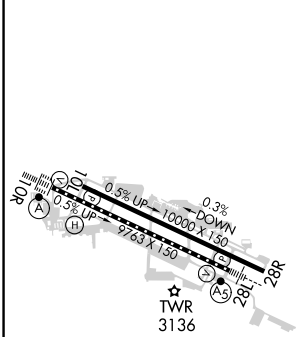
ALSf-2

MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872	D	TDZE 2836
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CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 124/12 100 DA 2936			
S-ILS 10R	CAT III RVR 03			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10L  
TDZ/CL Rws 10R and 28L  
HIRL Rws 10L-28R and 10R-28L

BOISE, IDAHO  
Amdt 14 14JUL22

BOISE AIR TRML/GOWEN FLD (BOI)  
43°34'N-116°13'W **ILS Y RWY 10R (CAT II & III)**

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BOI <b>111.1</b> Chan 48	APP CRS <b>102°</b>	Rwy Idg <b>9763</b> TDZE <b>2836</b> Apt Elev <b>2872</b>
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# ILS Y RWY 10R (SA CAT I)

BOISE AIR TRML/GOWEN FLD (BOI)

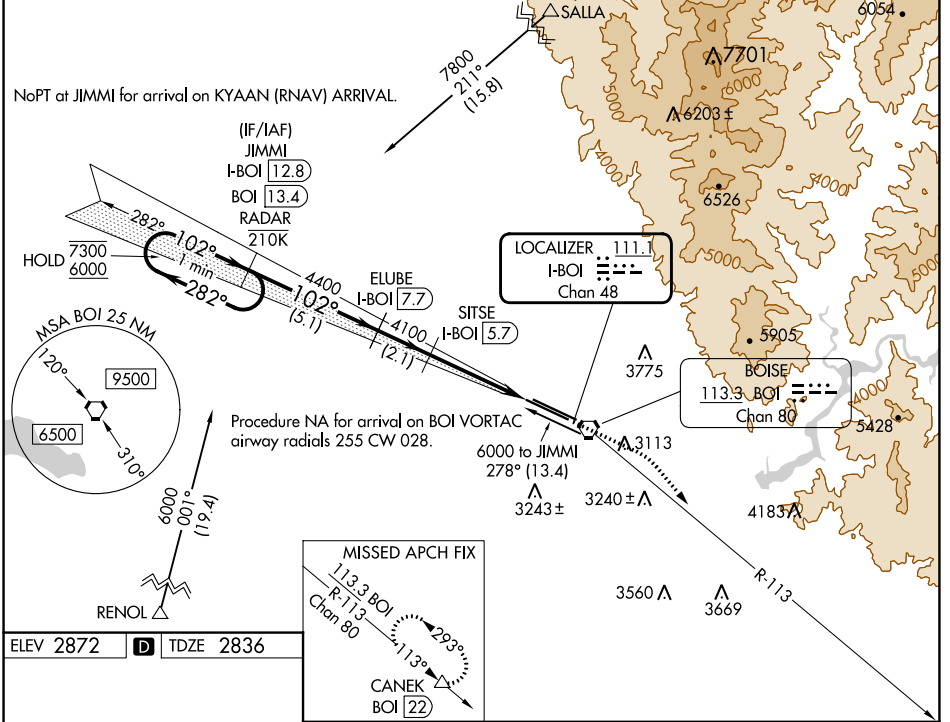
DME required. RNAV 1 - GPS. From SALLA and RENOL.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

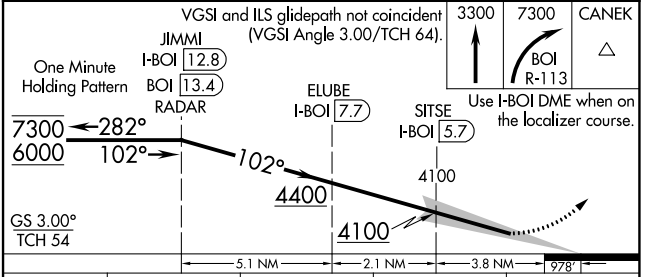
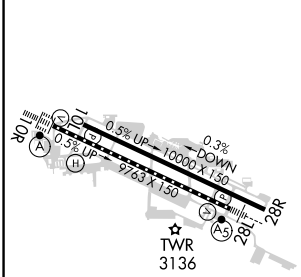


MISSED APPROACH: Climb to 3300 then dimbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872	<b>D</b> TDZE 2836
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CATEGORY	A	B	C	D
S-ILS 10R	RA 181/14 150 DA 2986			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BOI <b>111.1</b> Chan <b>48</b>	APP CRS <b>102°</b>	Rwy Idg 10R 10L	<b>9763</b> <b>10000</b>
		TDZE <b>2836</b> <b>2844</b>	
		Apt Elev <b>2872</b> <b>2872</b>	

# ILS Y or LOC Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

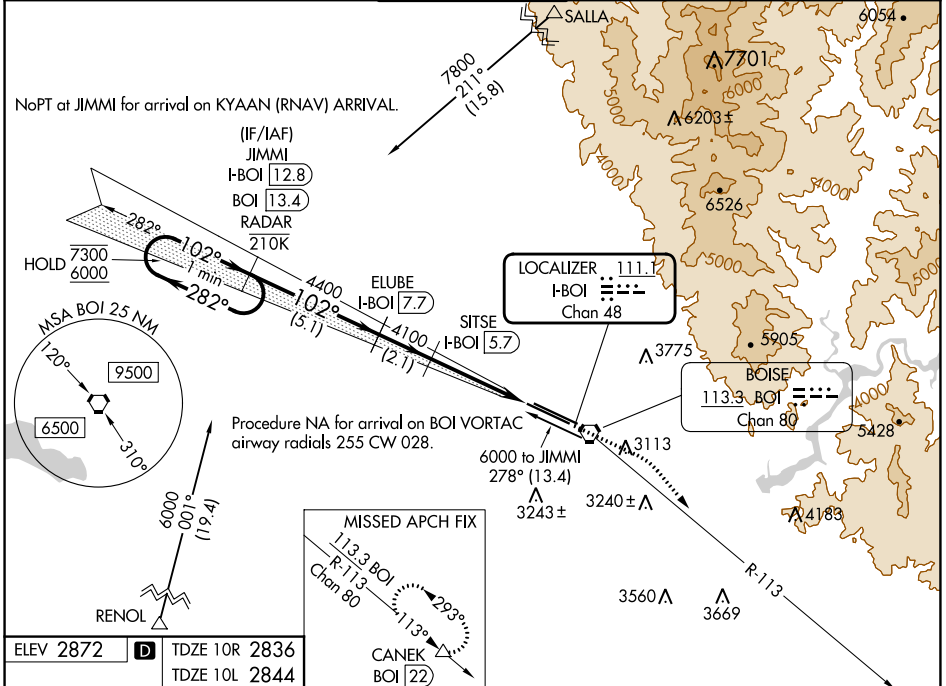
DME required. RNAV 1 - GPS. From SALLA and RENOL.

For inop ALS, increase S-LOC 10R Cats C/D visibility to RVR 5500. Circling NA north of Rwy 10L-28R.

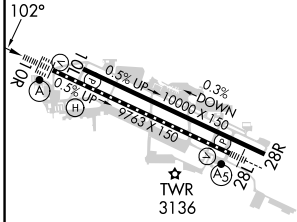
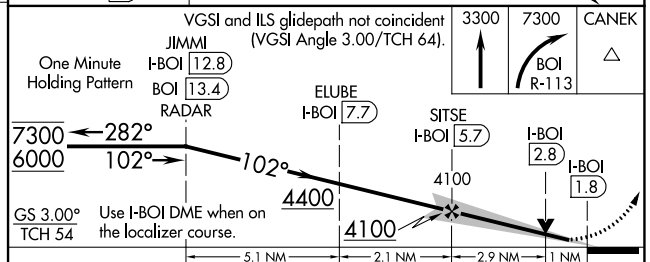
ALSF-2  
Rwy 10R

MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	<b>BOISE TOWER</b> <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872	<b>D</b> TDZE 10R 2836
	TDZE 10L 2844



CATEGORY	A	B	C	D
S-ILS 10R	3036/18 200 (200-½)			
S-LOC 10R	3200/24	364 (400-½)	3200/35	364 (400-¾)
SIDESTEP 10L	3220-1	376 (400-1)	3220-1½ 376 (400-½)	3220-2 376 (400-2)
<b>C</b> CIRCLING	3440-1	568 (600-1)	3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)

REIL Rwy 10L  
TDZ/CL Rws 10R and 28L  
HIRL Rws 10L-28R and 10R-28L

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



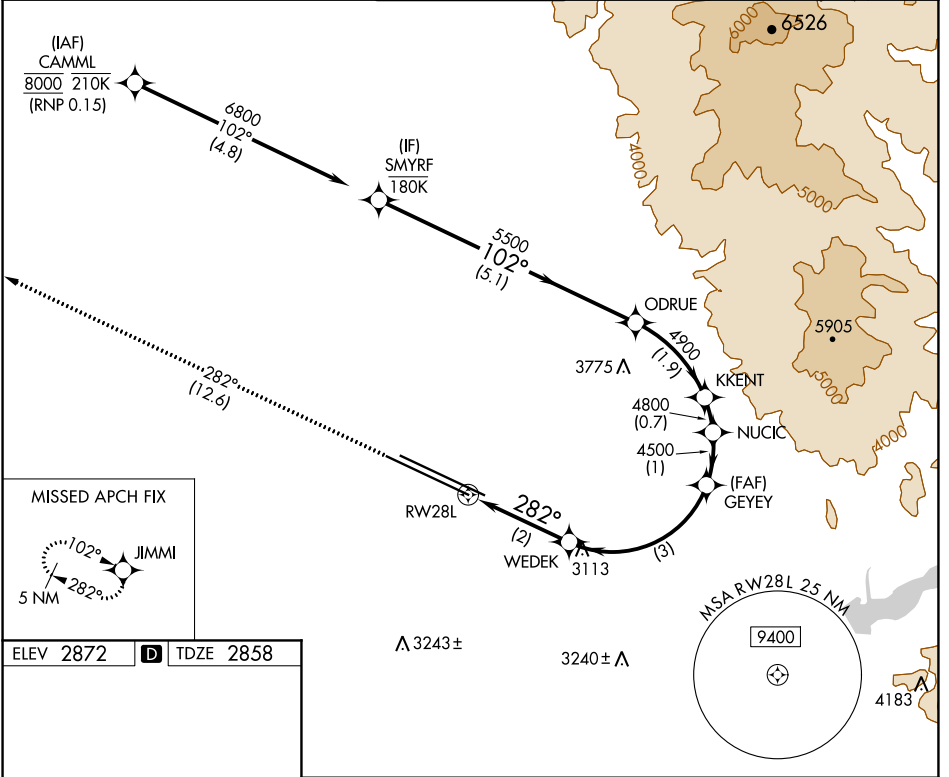
APP CRS	Rwy Idg	<b>9763</b>
<b>282°</b>	TDZE	<b>2858</b>
	Apt Elev	<b>2872</b>

# RNAV (RNP) X RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

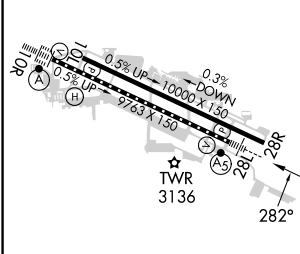
RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.		

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	<b>BOISE TOWER</b> <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



6000	JIMMI	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).				SMYRF
tr 282°		WEDEK	GEYEE	NUCIC	KKENT	ODRUE
		3545	4500	4800	4900	5500
		RW28L				
		2 NM	3 NM	1 NM	0.7 NM	1.9 NM
						5.1 NM
						6800
						GP 3.00° TCH 50

REL Rwy 10L	TDZ/CL Rws 10R and 28L
HIRL Rws 10L-28R and 10R-28L	

CATEGORY	A	B	C	D
RNP 0.15 DA	3229/35 371 (400- <sup>2</sup> / <sub>3</sub> )			

## AUTHORIZATION REQUIRED



# RNAV (RNP) X RWY 28R

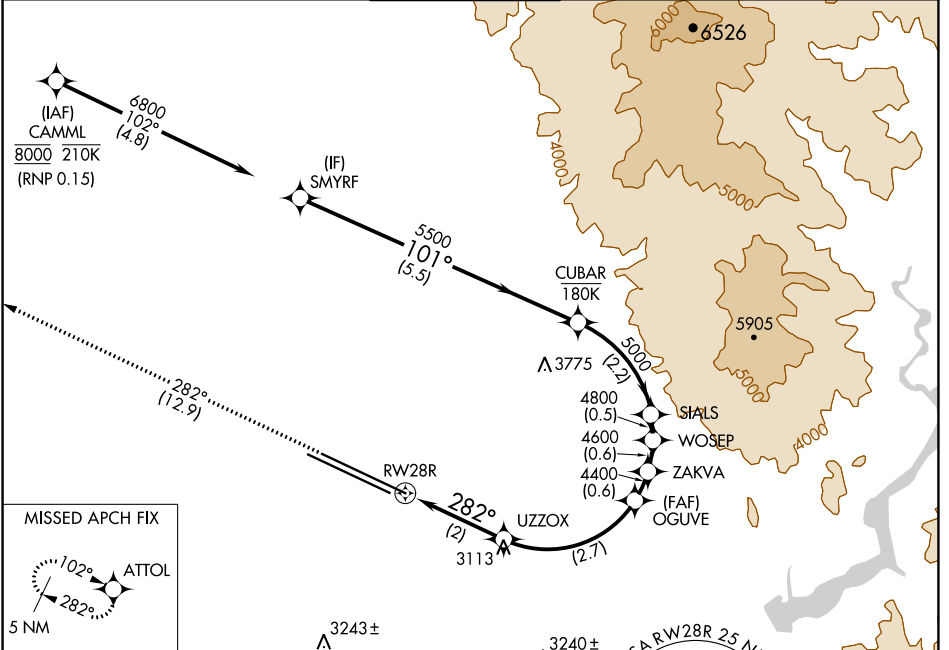
BOISE AIR TRML/GOWEN FLD (BOI)

APP CRS <b>282°</b>	Rwy Idg <b>10000</b>
	TDZE <b>2871</b>
	Apt Elev <b>2871</b>

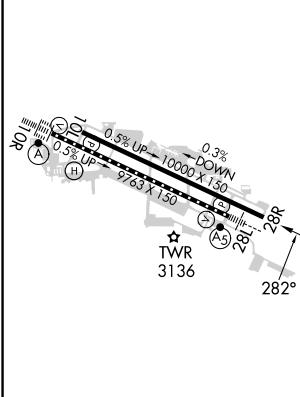
**NA** For uncompensated Baro-VNAV systems, procedure NA below -1.4°C (7°F) or above 52°C (126°F). RF required. GPS required.

**MISSED APPROACH:** Climb to 6000 on track 282° to ATTOL and hold.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV <b>2871</b>	<b>D</b>	TDZE <b>2871</b>
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6000	ATTOL	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 70).		SMYRF
tr 282°		OGUVE	ZAKVA	WOSEP
		3548	4400	4800
			4600	4800
				5000
				5500
				6800
				GP 3.00°
				TCH 55
		2 NM	2.7 NM	0.6 NM
		0.6 NM	0.6 NM	0.5 NM
			2.2 NM	5.5 NM
CATEGORY	A	B	C	D
RNP 0.15 DA	3288-1 <sup>3</sup> / <sub>8</sub> 417 (500-1 <sup>3</sup> / <sub>8</sub> )			

REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

BOISE, IDAHO  
Orig-A 07DEC17

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)  
**RNAV (RNP) X RWY 28R**

**AUTHORIZATION REQUIRED**

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>10000</b>
<b>102°</b>	TDZE	<b>2844</b>
	Apt Elev	<b>2872</b>

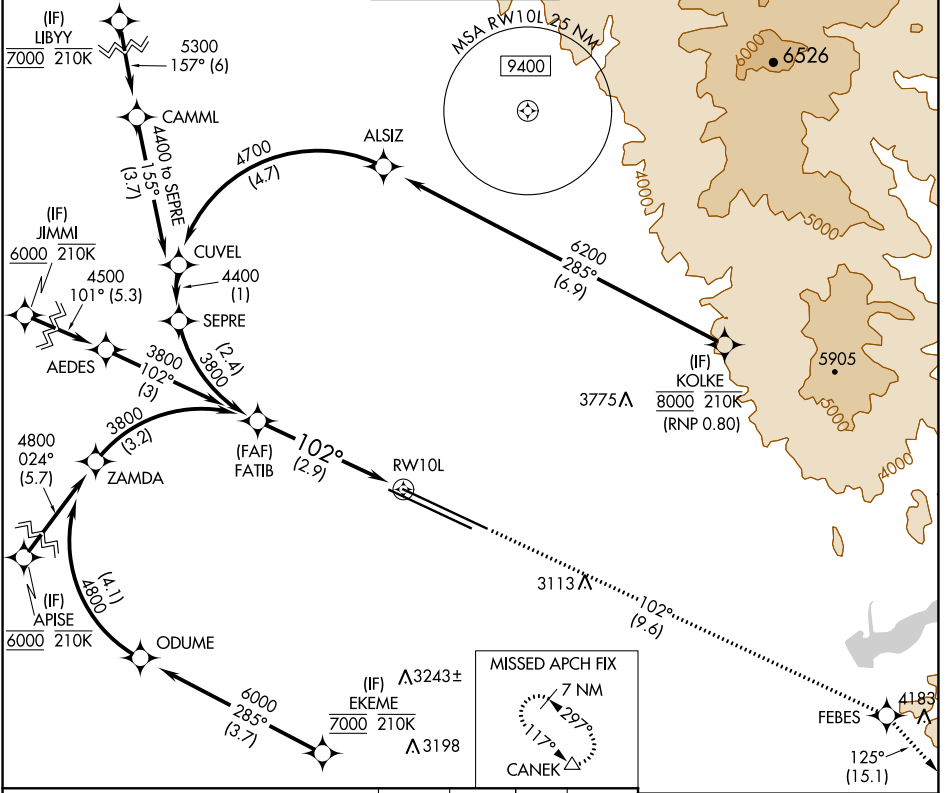
# RNAV (RNP) Z RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

RNP AR APCH - GPS.  
 ▼ For uncompensated Baro-VNAV systems, procedure NA below -1.4°C or above 54°C.

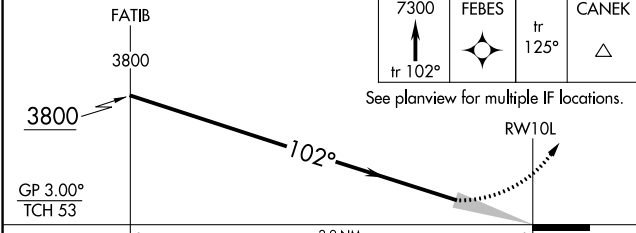
MISSED APPROACH: Climb to 7300 on track 102° to FEBES and on track 125° to CANEK and hold.

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

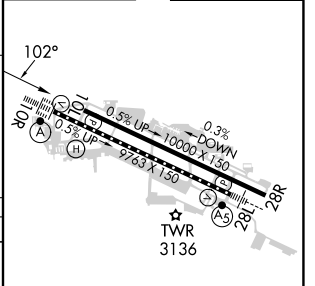


NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



ELEV 2872	TDZE 2844
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CATEGORY	A	B	C	D
RNP 0.30 DA	3237-1 3/8 393 (400-1 1/8)			

**AUTHORIZATION REQUIRED**

REIL Rwy 10L  
 TDZ/CL Rwys 10R and 28L  
 HIRL Rwys 10L-28R and 10R-28L

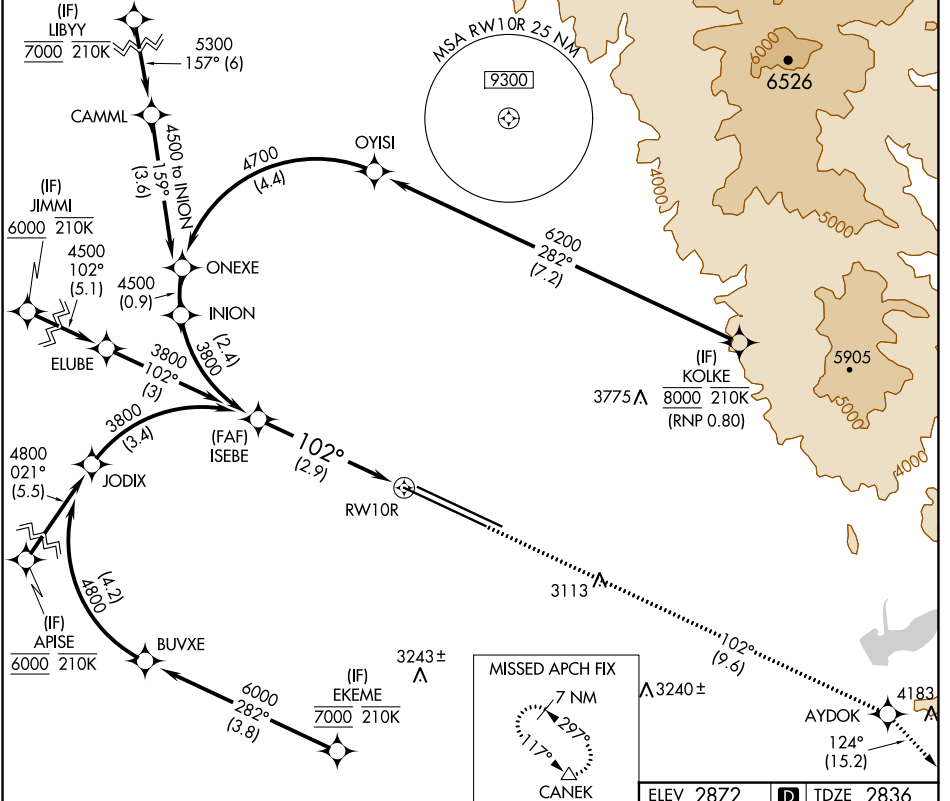
# RNAV (RNP) Z RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

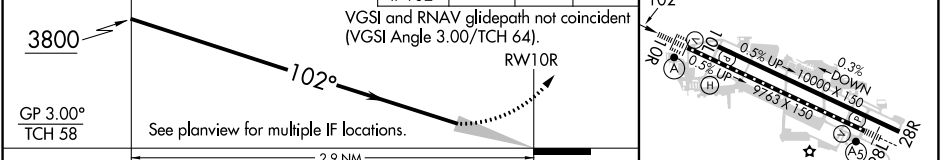
APP CRS	Rwy Idg	<b>9763</b>
<b>102°</b>	TDZE	<b>2836</b>
	Apt Elev	<b>2872</b>

RNP AR APCH - GPS.	ALSIF-2 	MISSED APPROACH: Climb to 7300 on track 102° to AYDOK and on track 124° to CANEK and hold.
<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.</p>		

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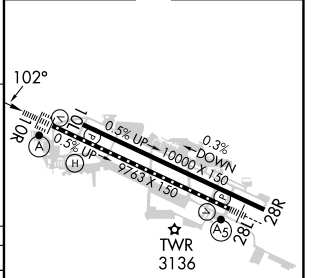


ISEBE	7300	AYDOK	CANEK
3800	↑ tr 102°	✧ tr 124°	△



CATEGORY	A	B	C	D
RNP 0.30 DA		3219/35	383 (400-5%)	
<b>AUTHORIZATION REQUIRED</b>				

ELEV 2872	<b>D</b>	TDZE 2836
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REIL Rwy 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

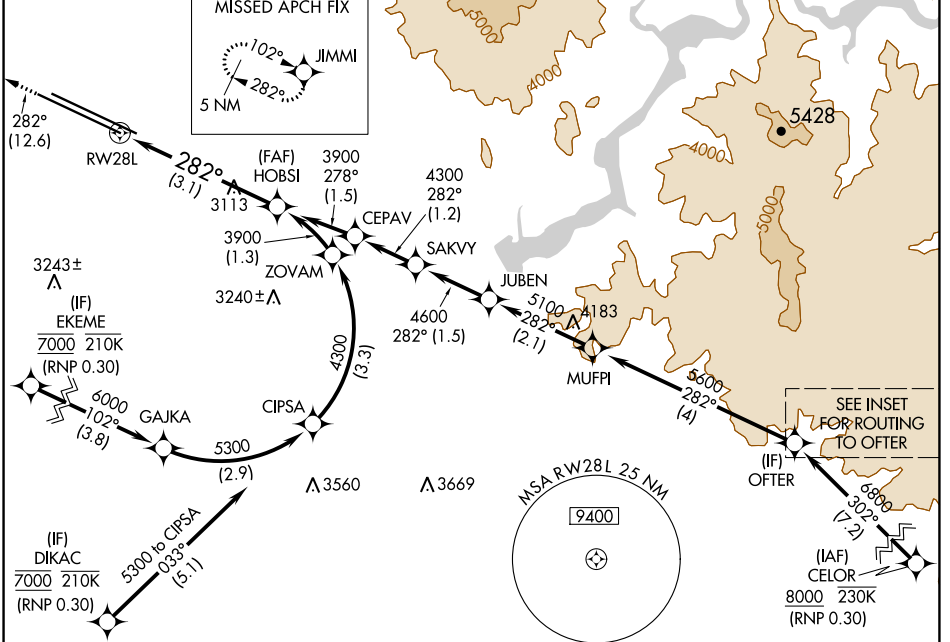
APP CRS <b>282°</b>	Rwy ldg TDZE Apt Elev	<b>9763</b> <b>2858</b> <b>2872</b>
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# RNAV (RNP) Z RWY 28L

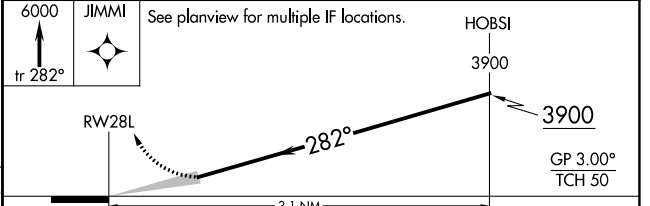
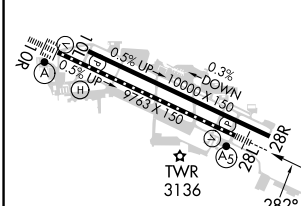
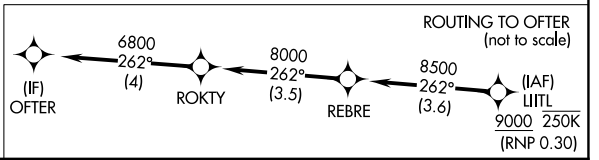
BOISE AIR TRML/GOWEN FLD (BOI)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500.		

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872	<b>D</b>	TDZE 2858
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CATEGORY	A	B	C	D
RNP 0.11 DA		3220/35	362 (400- $\frac{5}{8}$ )	
RNP 0.30 DA		3315/45	457 (500- $\frac{7}{8}$ )	

## AUTHORIZATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

# RNAV (RNP) Z RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

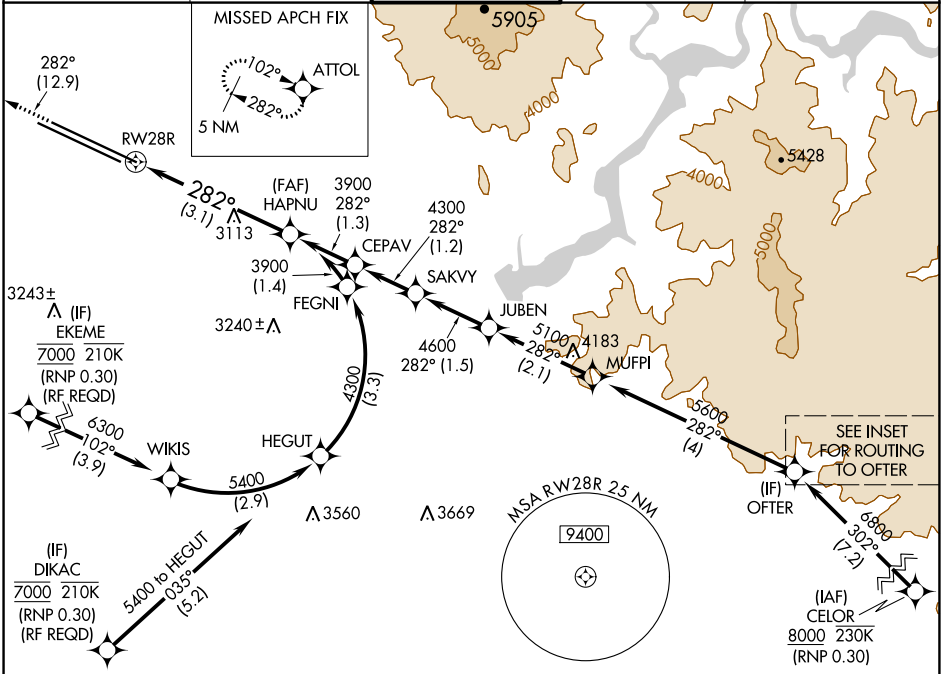
APP CRS <b>282°</b>	Rwy ldg <b>10000</b>
	TDZE <b>2872</b>
	Apt Elev <b>2872</b>

RNP AR APCH.

▼ For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C.

MISSED APPROACH: Climb to 6000 on track 282° to ATTOL and hold, continue climb-in-hold to 6000.

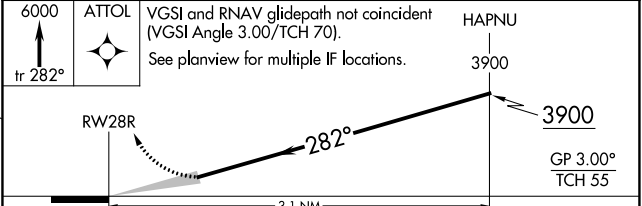
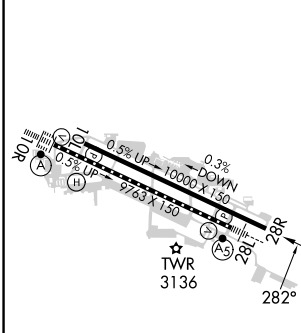
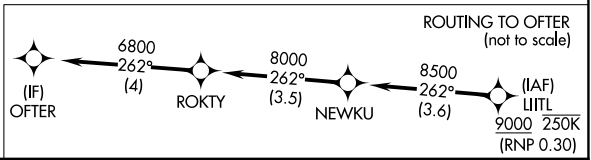
D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV <b>2872</b>	<b>D</b>	TDZE <b>2872</b>
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CATEGORY	A	B	C	D
RNP 0.15 DA		3204-1	332 (400-1)	
RNP 0.30 DA		3303-1¼	431 (500-1¼)	

## AUTHORIZATION REQUIRED

WAAS CH <b>78102</b> <b>W10A</b>	APP CRS <b>102°</b>	Rwy Idg <b>10000</b> TDZE <b>2844</b> Apt Elev <b>2872</b>
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# RNAV (GPS) Y RWY 10L

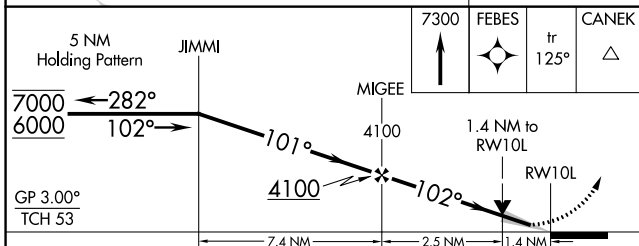
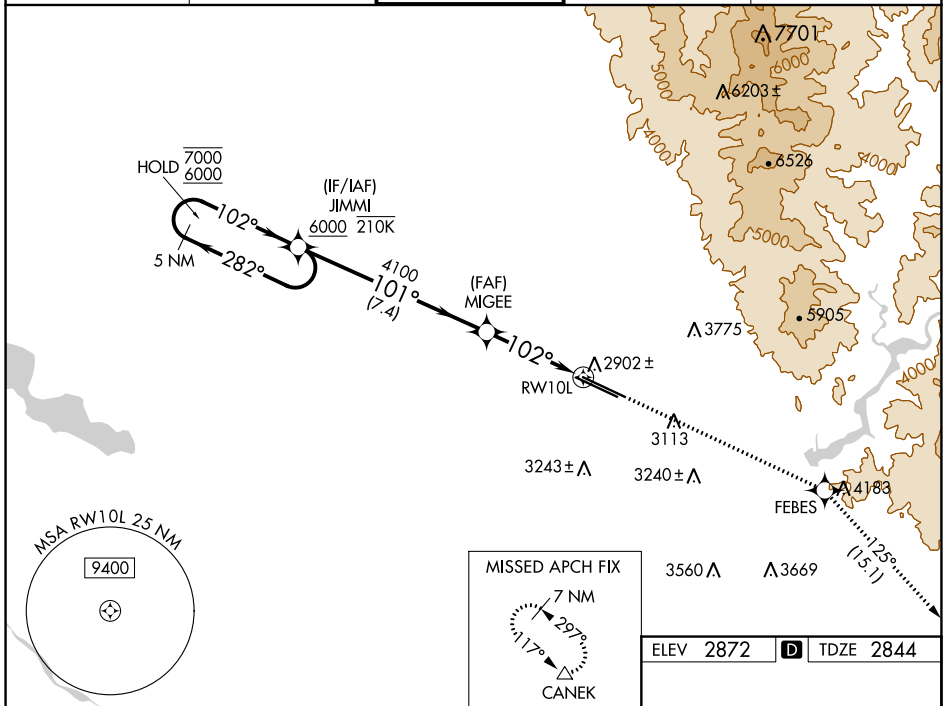
BOISE AIR TRML/GOWEN FLD (BOI)

RADAR required for procedure entry. RNP APCH - GPS.

MISSED APPROACH: Climb to 7300 direct FEBES then on track 125° to CANEK and hold.

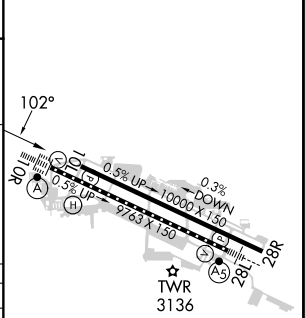
**⚠** Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872	<b>D</b> TDZE 2844
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CATEGORY	A	B	C	D
LPV DA	3044-¾ 200 (200-¾)			
LNAV/VNAV DA	3197-1 353 (400-1)			
LNAV MDA	3320-1 476 (500-1)		3320-1¾ 476 (500-1¾)	
<b>C</b> CIRCLING	3440-1 568 (600-1)		3820-3 948 (1000-3)	



REIL RWY 10L  
TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10L-28R and 10R-28L

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

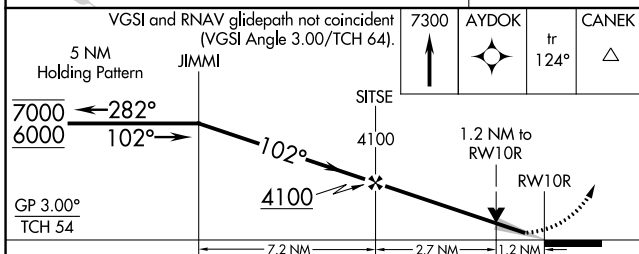
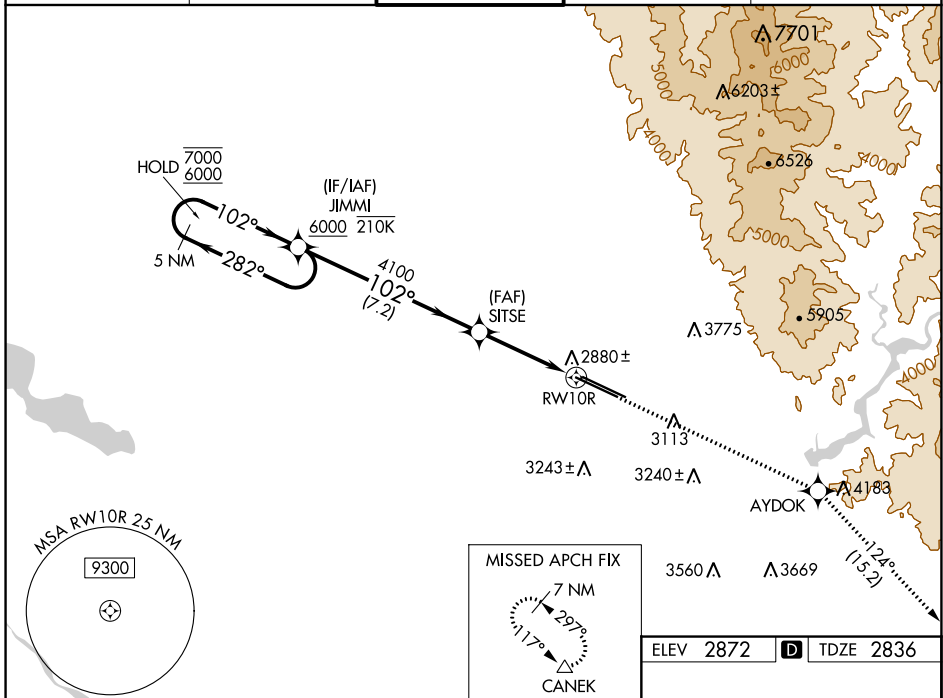
WAAS CH <b>40203</b> <b>W10B</b>	APP CRS <b>102°</b>	Rwy Idg TDZE <b>2836</b> Apt Elev <b>2872</b>	<b>9763</b> <b>2836</b> <b>2872</b>
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# RNAV (GPS) Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

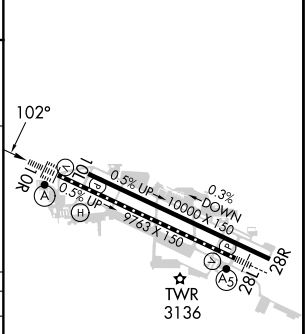
RADAR required for procedure entry. RNP APCH - GPS.		ALSIF-2 	MISSED APPROACH: Climb to 7300 direct AYDOK and on track 124° to CANEK and hold.

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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ELEV 2872		TDZE 2836
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CATEGORY	A	B	C	D
LPV DA	3036/18		200 (200-½)	
LNAV/VNAV DA	3173/26		337 (400-½)	
LNAV MDA	3260/24	424 (400-½)	3260/40	424 (400-¾)
CIRCLING	3440-1 568 (600-1)		3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)



REIL Rwy 10L	
TDZ/CL Rwys 10R and 28L	
HIRL Rwys 10L-28R and 10R-28L	

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



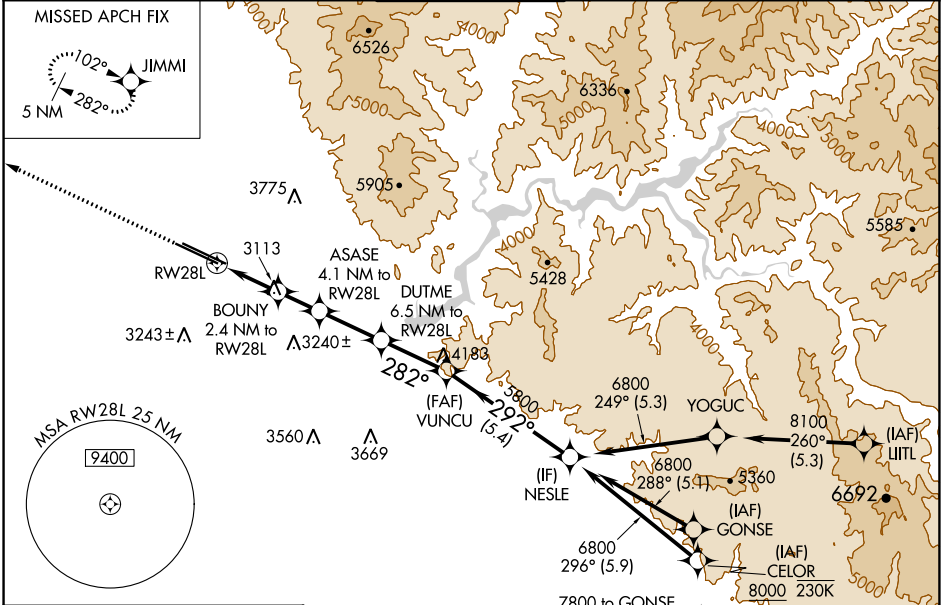
WAAS CH <b>7702</b> <b>W28A</b>	APP CRS <b>282°</b>	Rwy Idg TDZE Apt Elev	<b>9763</b> <b>2858</b> <b>2872</b>
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# RNAV (GPS) Y RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.
 Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, and LNAV/VNAV all Cats visibility to RVR 6000.		

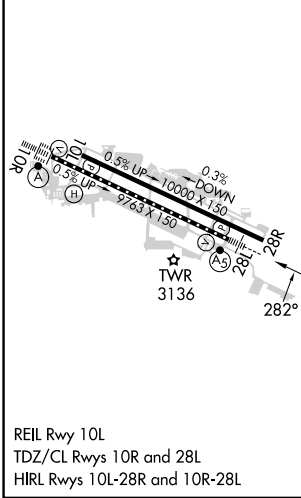
D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 2872	<b>D</b>	TDZE 2858
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Procedure NA for arrivals at CANEK on V4-253-330 southeast bound.

6000	JIMMI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	NESLE
		ASASE 4.1 NM to RW28L	DUTME 6.5 NM to RW28L
		BOUNY 2.4 NM to RW28L	VUNCU 5800
		1.4 NM to RW28L	282°
		3680	4200
		1.4 NM	1 NM
		1.6 NM	2.5 NM
		2.6 NM	5.4 NM
		282°	292°
		4980	6800
		342° (5)	GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA		3160/24	302 (300-½)	
LNAV/VNAV DA		3267/40	409 (400-¾)	
LNAV MDA	3380/24	522 (600-½)	3380/55	522 (600-1)
<b>C</b> CIRCLING	3440-1	568 (600-1)	3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)

# RNAV (GPS) Y RWY 28L

WAAS CH <b>65803</b> <b>W28B</b>	APP CRS <b>282°</b>	Rwy Idg <b>10000</b> TDZE <b>2871</b> Apt Elev <b>2871</b>
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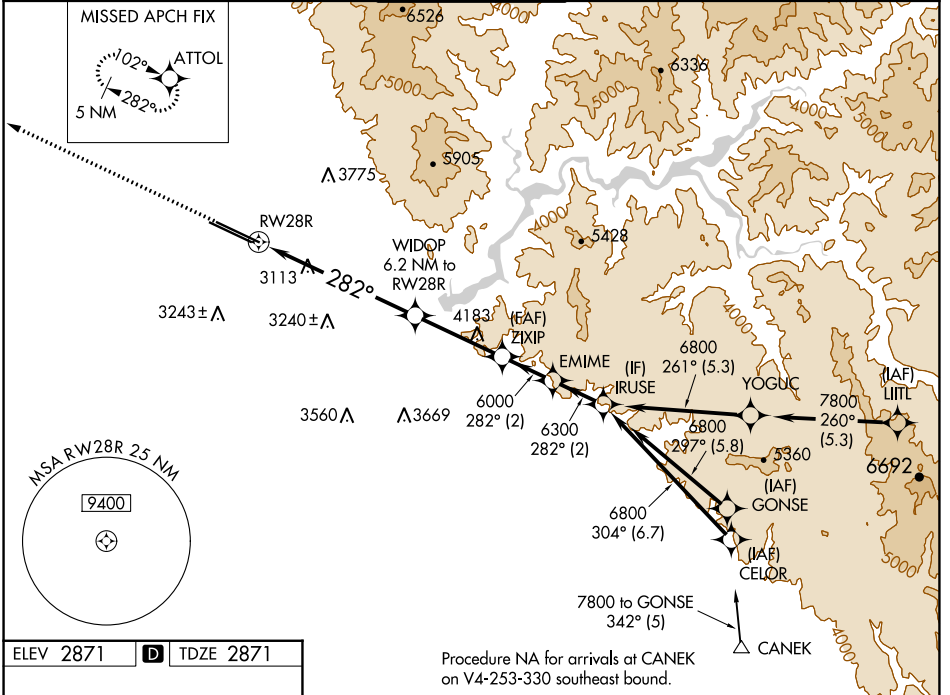
# RNAV (GPS) Y RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 52°C (126°F).  
Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA.

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

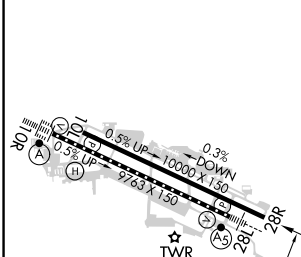
D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	<b>BOISE TOWER</b> <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 2871	<b>D</b> TDZE 2871
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REIL Rwy 10L TDZ/CL Rwy 10R and 28L HIRL Rwy 10L-28R and 10R-28L
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6000	ATTOL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).
*LNAV only	WIDOP 6.2 NM to RWY28R	ZIXIP 6000
	*2.3 NM to RWY28R	EMIME 6800
	RWY28R	IRUSE 6800
	2.3 NM	3.9 NM
	4900*	6000
	282°	6300
		GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		3121-3/4	250 (300-3/4)	
LNAV/VNAV DA		3199-1	328 (400-1)	
LNAV MDA	3660-1 1/4	789 (800-1 1/4)	3660-2 1/2	789 (800-2 1/2)
<b>C</b> CIRCLING	3660-1 1/4	789 (800-1 1/4)	3740-2 1/2 869 (900-2 1/2)	3820-3 949 (1000-3)

VORTAC BOI <b>113.3</b> Chan <b>80</b>	APP CRS <b>101°</b>	Rwy Idg <b>10000</b> TDZE <b>2844</b> Apt Elev <b>2872</b>
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# VOR or TACAN RWY 10L

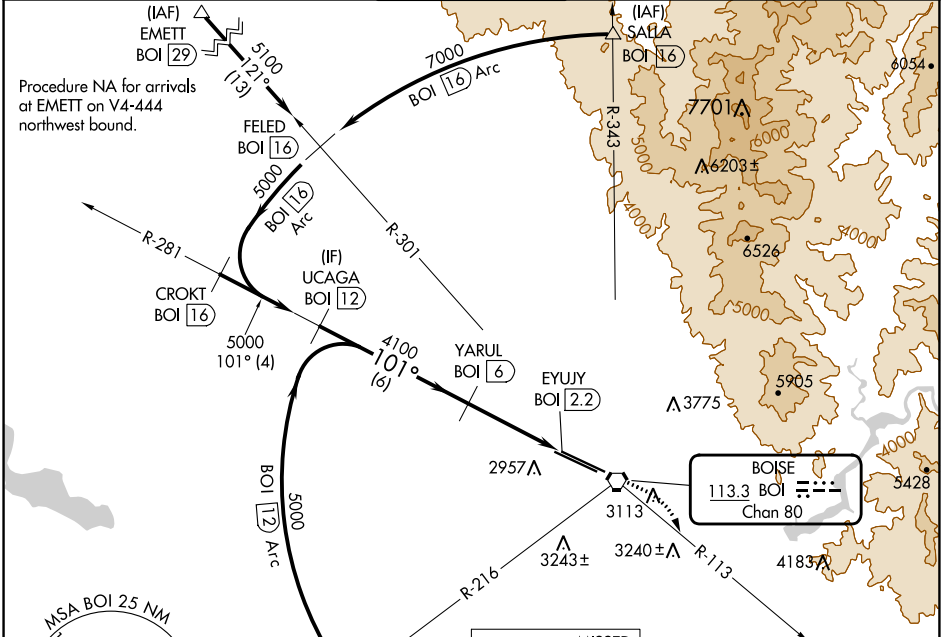
BOISE AIR TRML/GOWEN FLD (BOI)

DME required.

**⚠** Circling NA north of Rwy 10L-28R.

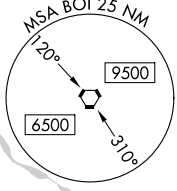
MISSED APPROACH: Climb to 3400 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

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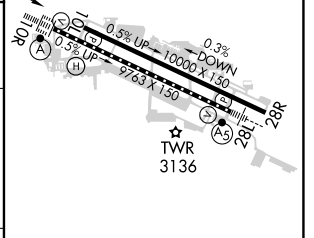
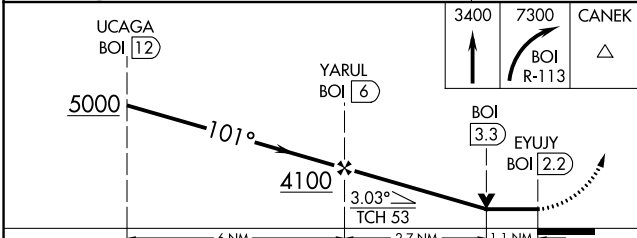


NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



ELEV 2872	<b>D</b> TDZE 2844
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CATEGORY	A	B	C	D	E
S-10L	3240-1	396 (400-1)	3240-1½ 396 (400-1½)		
<b>C</b> CIRCLING	3440-1	568 (600-1)	3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)	3880-3 1008 (1100-3)

REIL Rwy 10L  
TDZ/CL Rws 10R and 28L  
HIRL Rws 10L-28R and 10R-28L

BOISE, IDAHO

AL-57 (FAA)

23278

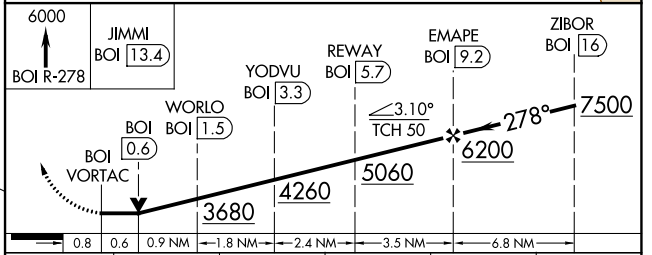
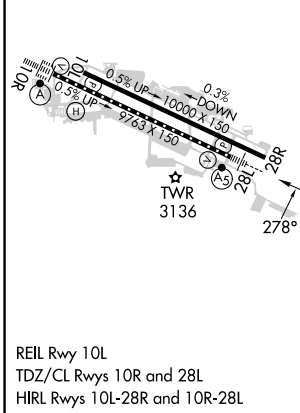
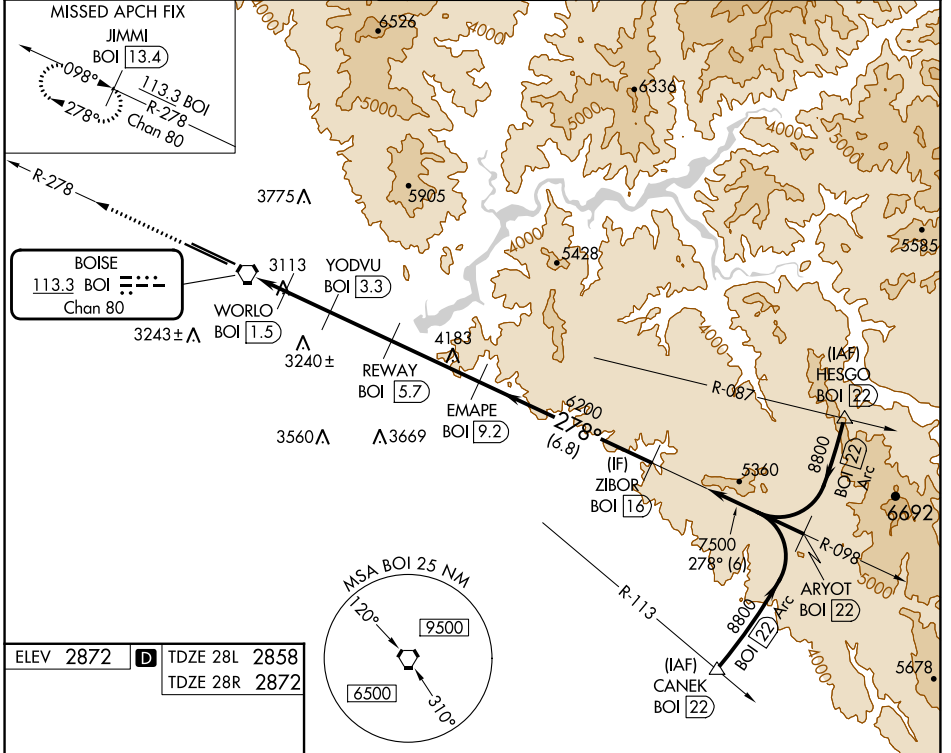
VORTAC BOI <b>113.3</b> Chan 80	APP CRS <b>278°</b>	Rwy Idg	28L	28R
		TDZE	<b>9763</b>	<b>10000</b>
		Apt Elev	<b>2858</b>	<b>2872</b>

# VOR Y or TACAN Y RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

DME required.	MALSR Rwy 28L	MISSED APPROACH: Climb to 6000 on BOI VORTAC R-278 to JIMMI/13.4 DME and hold.
<p>Circling NA north of Rwy 10L-28R. For inop ALS, increase S-28L Cat E visibility to 1½ SM.</p>		

D-ATIS <b>123.9 290.4</b>	BIG SKY APP CON <b>119.6 269.4</b>	BOISE TOWER <b>118.1 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.9 323.2</b>
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CATEGORY	A	B	C	D	E
S-28L	3380/24	522 (600-½)	3380/55	522 (600-1)	
SIDESTEP 28R	3380-1⅓	508 (600-1⅓)	3380-1⅞ 508 (600-1⅞)	3380-2½	508 (600-2½)
<b>C</b> CIRCLING	3440-1	568 (600-1)	3640-2¼ 768 (800-2¼)	3820-3	3880-3 1008 (1100-3)

BOISE, IDAHO  
Amdt 3 14JUL22

43°34'N-116°13'W

# VOR Y or TACAN Y RWY 28L

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NW-1, 22 FEB 2024 to 21 MAR 2024