

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KPIH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 21	<u>ORIGINAL/AMENDMENT</u> 27	<u>CITY</u> POCATELLO	<u>STATE</u> ID		
<u>AIRPORT ELEVATION</u> 4452	<u>TDZE</u> 4452	<u>SUPERSEDED</u> ILS OR LOC RWY 21	<u>ORIGINAL/AMENDMENT</u> 26D	<u>DATED</u> 07/25/2013	<u>MAG VAR</u> 14E	<u>EPOCH YEAR</u> 2005
<u>FACILITY</u> I-PIH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 MAY 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PIH VOR/DME		BARSE/I-PIH 16.58 DME					028.75	19.43	8000
IDA VOR/DME	IAF	BARSE/I-PIH 16.58 DME	NOPT				190.22	28.03	7800
BARSE/I-PIH 16.58 DME	IF	CUPTA/I-PIH 11.58 DME					210.98	5.00 (I-PIH)	6400
CUPTA/I-PIH 11.58 DME		HESNO/I-PIH 6.28 DME					210.98	5.30 (I-PIH)	6000

MISSED APPROACH

MAP:

ILS: DA
LOC: I-PIH 1.58 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 7000 DIRECT PIH VOR/DME AND ON PIH R-235 TO COLAY/PIH 15 DME AND HOLD, DO NOT EXCEED 230 KIAS IN HOLDING PATTERN.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD NE BARSE, RT, 210.98 INBOUND, 7800 FT. IN LIEU OF PT (IAF), MAX 8900.
- FAC: 210.98 FAF: HESNO/I-PIH 6.28 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.70
- MIN ALT: BARSE/I-PIH 16.58 DME 7800, CUPTA/I-PIH 11.58 DME 6400, HESNO/I-PIH 6.28 DME 6000, BEAKS/I-PIH 3.33 DME 5060
- DIST TO THLD FROM FAF: 4.70 MM: IM: 150 HAT: GS ANT: 989
- MIN GS INCPT: 6000 GS ALT AT PFAF: HESNO/I-PIH 6.28 DME 6000 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 56.0
- MSA FROM: PIH VOR/DME 040-220 10700, 220-310 7000, 310-040 7600

QUALITY
31
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: USE I-PIH DME WHEN ON THE LOCALIZER COURSE.
CHART NOTE: CIRCLING NA SE OF RWY 3-21.
CHART SPEED ICON IN PLANVIEW AT BARSE: MAX HOLDING 230 KIAS.
CHART SPEED ICON IN PLANVIEW AT COLAY: MAX HOLDING 230 KIAS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 21 CAT E VISIBILITY TO RVR 4000, S-LOC 21 CAT C/D/E TO RVR 4500.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIH VOR/DME ON V257 SOUTHBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT IDA VOR/DME ON V365 NORTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART PIH 19.43 DME AND IDA 28.03 DME AT BARSE.
CHART SALT LAKE CITY CENTER FREQUENCY
CHART: OM IN HALF TONE.
CHART CIRCLING ICON.
HOLD SW, RT, 055.45 INBOUND.
CHART FAS OBST: 4494 TRANSMISSION_LINE (16-052603) 425614N/1123318W.
CHART 4726 TOWER 425745N/1122951W.
CHART VDP AT 2.40 DME
DISTANCE VDP TO THLD 0.82 NM.

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 21*	4652	2400	200	4652	2400	200	4652	2400	200	4652	2400	200	4652	2400	200
S-LOC 21	4760	2400	308	4760	2400	308	4760	2400	308	4760	2400	308	4760	2400	308
CIRCLING	4860	1	408	4920	1	468	4920	1 1/2	468	5020	2	568	5060	2 1/4	608



CHANGES - REASONS

1. CHANGES FROM P-NOTAMS FOR AMDT 27C & AMDT 27D INCORPORATED INTO FORM - REQUIRED IAW 8260.19I PARA 8-3-4C(3)
2. REMOVED FEEDER ROUTES FALLO TO TYHEE LOM AND PIH TO TYHEE. - THYEE IS REMOVED FROM THE APPROACH AND BEING DECOMMISSIONED.
3. ADDED FEEDER ROUTE PIH TO BARSE. - REPLACE ROUTE FALLO TO TYHEE.
4. RAISED ALTITUDE ON IAF IDA TO BARSE FROM 7000 TO 7800. - COMPLY WITH NEW HOLD-IN-LIEU ALTITUDE.
5. LOWERED ALTITUDE FOR TERMINAL ROUTE LEG BARSE TO CUPTA FROM 6500 TO 6400. - NEW EVALUATION.
6. INTERMEDIATE LEG FROM CUPTA TO TYHEE LOM REPLACED WITH CUPTA TO HESNO. - TYHEE LOM HAS BEEN REMOVED, HESNO IS NEW IAF.
7. LOC MAP CHANGED FROM 3.77 MILES AFTER TYHEE LOM OR AT I-IPH 1.60 DME FIX TO I-PIH 1.58 DME. - DME REQUIRED FOR MISSED APPROACH SO TIME/DISTANCE TABLES NOT REQUIRED.
8. NEW STEP DOWN FIX ADDED AT BEAKS. - REVISED CRITERIA REQUIRING MDA INCREASE..
9. MISSED APPROACH CHANGED FROM CLIMB TO 7400 DIRECT PIH VORTAC CONTINUE CLIMB VIA PIH VORTAC R-269 THEN RIGHT TURN DIRECT PIH VORTAC AND HOLD TO CLIMB TO 7000 DIRECT PIH VOR/DME AND ON PIH R-235 TO COLAY/PIH 15 DME AND HOLD, DO NOT EXCEED 230 KIAS IN HOLDING. - ATC REQUEST AND 230 KIAS ADDED SO AIRCRAFT REMAINS WITHIN CONTROLLED AIRSPACE.
10. PROFILE LINE 1 REMOVED. - HOLD-IN-LIEU ADDED.
11. PROFILE LINE 2 ADDED. - PROFILE LINE 1 REMOVED.
12. PROFILE LINE 3 CHANGED FAF: TYHEE LOM/I-PIH 5.35 DME, DIST FAF TO MAP: 3.77, THLD: 3.77 TO FAF HESNO/I-PIH 6.28 DME, REMOVED DIST PFAF TO MAP, DIST FAF TO THLD: 4.70. - NEW PFAF AND FAF TO MAP DIST NOT REQUIRED WITH EQUIPMENT REQUIREMENTS NOTE DME REQUIRED.
13. PROFILE LINE 4 CHANGED FROM MIN ALT: TYHEE LOM 6000 TO BARSE I-PIH 16.58 DME 7800, CUPTA/I-PIH 11.58 DME 6400, HESNO/I-PIH 6.28 DME 6000, BEAKS/I-PIH 3.33 DME 5060. - NEW HOLD-IN-LIEU AND FAF.
14. PROFILE LINE 5 DIST TO THLD FROM OM 3.77 TO FAF 4.70 MM REMOVED. GS ANT CHANGED FROM 988 TO 989. - REVISED AIRNAV DATA AND MM REMOVED.
15. PROFILE LINE 6 CHANGED GS ALT AT: GS INTCP TO HESNO/I-PIH 6.28 DME 6000, REMOVED FROM OM 5715 TO, MM 4674 REMOVED. - FAF CHANGED FROM LOM TO NAMED FIX.
16. UPDATED NOTE FROM **RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA TO *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. - THE SECOND * NO LONGER NEEDED.
17. MSA CHANGED FROM PI LOM 040-220 10700, 220-310 6800, 310-040 7900 TO PIH VOR/DME 040-220 10700, 220-310 7000, 310-040 7600. - NEW MSA NAVID.
18. REMOVED ADF OR DME REQUIRED. - 8260.19I COMPLIANCE
19. ADDED DME REQUIRED TO EQUIPMENT REQUIREMENT NOTES. - 8260.19I COMPLIANCE.
20. REMOVED CHART PROFILE NOTE: *PROCEDURE TURN NA FOR CATEGORY E AIRCRAFT. - PROCEDURE WAS REMOVED.
21. REMOVED CHART PLANVIEW NOTE: DME REQUIRED FOR IDA VOR/DME TRANSITION. - DME REQUIRED FOR APPROACH.
22. UPDATED CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS-21 CAT E VISIBILITY TO RVR 4000, AND S-LOC-21 CATE E VISIBILITY TO RVR 5000 TO CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 21 CAT E VISIBILITY TO RVR 4000, S-LOC 21 CAT C/D/E TO RVR 4500. - NEW VISIBILITY CHECK.
23. CHANGED HOLD W, LT, 088.97 INBOUND TO HOLD SW, RT, 055.45 INBOUND IN ADDITIONAL FLIGHT DATA. - NEW HOLDING.
24. CHANGED FAS OBST 4486 ROD (KPIH0032) 425511N/1123420W TO 4494 TRANSMISSION_LINE (16-052603) 425614N/1123318W. - NEW EVALUATION.
25. ADDED 7:1 OBSTACLE CHART 4726 TOWER 425745N/1122951W. - TOWER ON FINAL.
26. ADDED CHART VDP AT 2.40 DME. - 8260.19I COMPLIANCE.
27. ADDED DISTANCE VDP TO THLD 0.82 NM. - 8269.19I COMPLIANCE.
28. S-LOC 21 HAT/MDA, VISIBILITY CHANGED FROM 288/4740 ALL CATS, RVR CAT D/E 4000 TO 308/4760 ALL CATS, CAT D/E 2400. - NEW OBSTACLE AND VISIBILITY CHECK.
29. CIRCLING HAA/MDA, CHANGED FROM CAT A, 368/4820, CAT E 568/5020, VISIBILITY 2 SM TO CAT A 408/4860, CAT E 608/5060, VISIBILITY 2 1/4 SM.- NEW CIRCLING CRITERIA APPLIED.
30. "CHART SALT LAKE CITY CENTER FREQUENCY" ADDED TO ADDITIONAL FLIGHT DATA. - 8260.19I REQUIREMENT.
31. "CHART OM IN HALF-TONE" ADDED TO ADDITIONAL FLIGHT DATE. - 8260.19I REQUIREMENT.
32. ALTERNATE MINIMUMS CHANGED FROM ILS/LOC STANDARD, NA WHEN LOCAL WEATHER NOT AVAILABLE TO ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.. - NEW EVALUATION.
33. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT IDA VOR/DME ON V365 NORTHEAST BOUND. - 8260.19I COMPLIANCE.
34. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIH VOR/DME ON V257 SOUTHBOUND. - 8260.19I COMPLIANCE.
35. CHART SPEED ICON IN PLANVIEW AT BARSE: 230 KIAS MAX HOLDING. - 8260.19I COMPLIANCE
36. CHART SPEED ICON IN PLANVIEW AT COLAY: 230 KIAS MAX HOLDING. - 8260.19I COMPLIANCE.
37. UPDATED CIRCLING NOTE FROM CIRCLING NA SE OF RWY 03-21 TO CIRCLING NA SE OF RWY 3-21. - 8260.19I COMPLIANCE.
38. CHANGED CHART I-PIH, AND IDA DME AT BARSE. TO CHART PIH 19.43, AND IDA 28.03 DME AT BARSE. IN ADDITIONAL FLIGHT DATA. - 8260.19I COMPLIANCE.
39. REMOVED NO PT FROM LEG BARSE TO CUPTA. - PROCEDURE TURN REMOVED.
40. CHANGE PROFILE NOTE FROM VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT(VGSI ANGLE {ANGLE}/TCH {FEET}) - . 19I COMPLIANCE.
41. THIS AMENDMENT CANCELS T-NOTAM 0/7077.

03/01/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/30/21.
ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.

QUALITY
31
CHECKED

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: APT MGR, PIH ATCT, ZLC

FLIGHT CHECKED BY
BRYAN SCOTT VEIT

Digitally signed by
CASIMIR L TABAKA
Mar 02, 2022

OFFICE
FIOG

DATE
02/25/2022

DEVELOPED BY
JOHN KEEFER

Digitally signed by
CASIMIR L TABAKA
Mar 02, 2022

OFFICE
AJV-A432

DATE
09/30/2021

APPROVED BY
LONNIE EVERHART

Digitally signed by
CASIMIR L TABAKA
Mar 02, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER

QUALITY
31
CHECKED