BOISE AIR TRML/GOWEN FLD (BOI)(KBOI) P (ANG ARNG) 3 S UTC–7(–6DT) N43°33.86´ W116°13.37´ **SALT LAKE CITY H–1C, 3C, L–11B IAP, AD**

2872 B LRA Class I, ARFF Index C NOTAM FILE BOI

RWY 10L–28R: H10000X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–446, 2D/2D2–947 PCR 570 F/C/X/T HIRL

RWY 10L: REIL. PAPI(P4L)—GA 3.0° TCH 54´. 0.5% up.

RWY 28R: PAPI(P4L)—GA 3.0° TCH 70´. Rgt tfc. 0.3% down.

RWY 10R–28L: H9763X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–430, 2D/2D2–994 PCR 930 F/C/X/T HIRL CL

RWY 10R: ALSF2. TDZL. VASI(V4L)—GA 3.0° TCH 64´. RVR–TMR Rgt tfc. 0.5% up.

RWY 28L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 50´. RVR–TMR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10L: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

RWY 10R: TORA–9763 TODA–9763 ASDA–9763 LDA–9763

RWY 28L: TORA–9763 TODA–9763 ASDA–9763 LDA–9763

RWY 28R: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

SERVICE: S4 **FUEL** 100LL, JET A+ **OX** 1, 2, 3, 4 **LGT** Arpt lgt sched dusk to dawn. **MILITARY— JASU** 1(MC–1M) 6(AM32A–60) 4(A/M32A–86) **FUEL** A++ (Mil), A, A+ (1300–0600Z‡Mon–Fri; 1300–0300Z‡ Sat–Sun and hol, call C208–338–1833, 25 min PN rqr, $90 fee.) (NC–100LL) **FLUID** PRESAIR **OIL** O–133–148(Mil) SOAP

AIRPORT REMARKS: Attended continuously. Hel ops sfc–3500´ wi 1 NM E, W and 5 NM S of Rwy 10R–28L. Bird act wi 5 NM Oct–Mar. CTN: 1 Oct–30 Apr mil ops BASH Phase II; Bird watch cond svr: tkof, ldg & low apch NA exc emerg. Lcl & tactical trng NA. Moderate: mul apch NA; dep or full stop if rte avoids bird act. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Arr/dep 0500–1400Z‡ PPR due to locked gates—FBO. ARNG Ops and Army R/W—C986–996–5506. ANG: Opr 1400–2330Z‡ clsd wknd, hol and down Mon. Tsnt svc NA aft hr. Svc and prkg—FBO. Tsnt svc gnd eqpt ltd otr than A–10. Tsnt must fuel/svc own acft. ANG: Nstd mrk: West prk ramp—White/black prk spot nr, age boxes. MIL offl bus only; PPR for arr regardless of prkg; ANG ramp 72 hr PPR—http://www.124thfighterwing.ang.af.mil. PPR valid +/– 30 min. Tsnt full stop only. Go around or missed apch exp RT tfc. All twys CLSD to acft with wingspan over 170 ft except 1 hr PPR 208–972–8420. Twy J north of Twy F clsd to acft with wingspan over 94 ft when west arm/dearm pad in use. Twy B clsd btn Twy F and Twy C to acft with wingspan over 147 ft except 1 hr PPR 208–972–8420. Twy B clsd btn Twy C and Twy B1 to acft with wingspan over 118 ft when east arm/dearm pad in use. Twy S and Txl S clsd to acft over 170 ft wingspan btn Twy B and southeast cargo. Txl S clsd to acft over 94 ft wingspan east of southeast cargo. Air carrier acft must use Twy T1, T2, T3, or T4 to access term gates C7, C9, or C11. Coml ramp prkg—ctc gnd ctl bfr pushback. Ptns of Twy K and southwest ramp not vsbl to ATCT. East de–ice pad: Acft must use apron centerlines at all times and must not stop tail north. Acft must use minimum thrust and avoid excess pwr at de–ice pads due to jet blast concerns. Only acft using customs may park in the white box on east de–ice pad. Flight Notification Service (ADCUS) avbl Mon–Fri 1500–0000Z‡; wkend if notified by Thurs 0000Z‡. Cstms/AG/IMG: 1400–0130Z‡ Mon–Fri, fone 24 hr bfr arr 208–972–8730. Ltd svcs avbl for intl diversions without PN. Cstms only avbl drg publd hrs or with PN. NOTE: See Special Notices—Arrival Alert.

AIRPORT MANAGER: 208-972-8420

WEATHER DATA SOURCES: ASOS 123.9 (208) 318–5005.

COMMUNICATIONS: D–ATIS 123.9 **UNICOM** 122.95

RCO 122.6 (BOISE RADIO)

Ⓡ **BIG SKY APP/DEP CON** 119.6 (More than 15 NM from BOI) 126.9 (Within 15 NM of BOI)

TOWER 118.1 119.0 **GND CON** 121.7 **CLNC DEL** 125.9

PDC

AIRSPACE: CLASS C svc ctc **APP CON**.

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VOR TEST FACILITY (VOT) 116.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(VH) (H) VORTACW 113.3 BOI Chan 80 N43º33.17´ W116º11.53´ 280º 1.5 NM to fld. 2877/17E.

VOR unusable:
001º–044º byd 22 NM blo 11,000´
001º–044º byd 32 NM blo 14,500´
023º–033º byd 40 NM blo 15,500´
023º–033º byd 50 NM blo 18,000´
034º–081º byd 40 NM
045º–071º byd 32 NM blo 12,500´
072º–084º byd 32 NM blo 10,500´
082º–092º byd 40 NM blo 11,500´
082º–092º byd 53 NM blo 14,000´
082º–092º byd 71 NM blo 18,000´
093º–107º byd 40 NM
108º–118º byd 40 NM blo 9,500´
108º–118º byd 56 NM
119º–210º byd 40 NM
211º–221º byd 40 NM blo 9,400´
211º–221º byd 52 NM
222º–233º byd 40 NM
273º–283º byd 40 NM blo 6,000´
273º–283º byd 69 NM blo 9,000´
273º–283º byd 88 NM
284º–295º byd 40 NM

TACAN AZIMUTH unusable:
010º–060º byd 12 NM blo 13,000´
010º–060º byd 27 NM blo 15,500´
113º–155º byd 30 NM blo 7,000´
348º–010º byd 20 NM blo 13,000´
348º–010º byd 27 NM blo 15,500´

DME unusable:
010º–060º byd 12 NM blo 13,000´
010º–060º byd 27 NM blo 15,500´
113º–155º byd 30 NM blo 7,000´
348º–010º byd 20 NM blo 13,000´
348º–010º byd 27 NM blo 15,500´

VOR unusable:
296º–309º byd 40 NM blo 5,500´
296º–309º byd 46 NM blo 9,000´
296º–309º byd 84 NM blo 18,000´
315º–022º byd 40 NM

ILS/DME 111.1 I–BOI Chan 48 Rwy 10R. Class IIIE. DME unusable byd 33º right of LOC course.

ILS/DME 110.15 I–AAD Chan 38(Y) Rwy 28R. Class IE. DME unusable byd 12 NM blo 6,000´. Glideslope unusable byd 06 NM blo 4,700´. LOC unusable byd 12 NM blo 6,000´.

COMM/NAV/WEATHER REMARKS: FSS LOCAL—343–2525.

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HELIPAD H1: H50X50 (ASPH)