

6/20/2024

FOR YOUR INFORMATION

2024-120/11-15

To: Airport Manager, Boise Air Terminal/Gowen Field, (BOI), ID, FAA (AJV-A, AAS-1), Jeppesen Sanderson Inc. 2118843

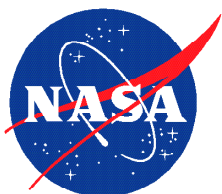
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ANM-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BOI Airport Construction Charting Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2118843

DATE / TIME

Date of Occurrence	202405
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	BOI.Airport
State	ID
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	2118843

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Construction resulting in the closure of Runway 10L/28R at BOI has commenced, but there is inadequate and outdated information regarding this construction. Last year I filed a report for this same situation, but there does not appear to be any updated information for the current construction. With the runway closure, the airport is reduced to a single-runway operation with no ILS when landing west, and an unusual taxi route to Runway 28L for departure is required – including an intersection departure. Despite this, there is no Operations Alert published for BOI, and the ATC information and phraseology does not seem to be correct for the intersection operation. Departing from Runway 28L from the terminal requires a back-taxi on Runway 28R to Taxiway M, which appears to be an intersection departure. Aircraft departing from the south side of the airport can depart full-length from Taxiway B1. However, ATC communications do not include the “Intersection M” or “full length” phraseology with instructions given to departing aircraft. Additionally, there are three pages in the Jeppesen charts for the airport, but they are outdated and indicate that construction ended last year. It's unclear why updated pages have not been issued for this year. These pages do not provide any useful information regarding taxi routes or intersection departures. Lastly, the ATIS continues to contain a longstanding remark regarding “lining up on the correct runway.” This remark has not been updated for single-runway operations and adds to the confusion.

SYNOPSIS

Air carrier First Officer reported ongoing construction, runway closures, incomplete ATC communications, and outdated Jeppesen charts with incorrect information makes runway operations at BOI airport confusing.