

1/9/2025

FOR YOUR INFORMATION

2025-2/8-1

To: FAA (AJV-A, ATM BOI TRACON)

2187409

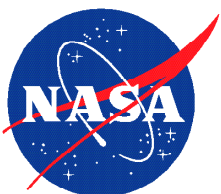
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ANM-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: BOI TRACON Procedures

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 2187409

DATE / TIME

Date of Occurrence	202411
Local Time Of Day	1201 to 1800

PLACE

Locale	BOI.TRACON
State	ID
Altitude - MSL	7000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	BOI
Make Model Name	Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Single Pilot
ASRS Report Number	2187409

EVENTS

Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Miss Distance - Horizontal	.1
Miss Distance - Vertical	500
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

I was flying north, returning to ZZZ. A large group of airplanes were to my northeast with a flight path to the north west, so our paths were converging. This particular incident was not a big deal, I have in-cockpit ADSB traffic, so I had plenty of time to descend prior to meeting the intersecting traffic (I passed well below). But because Big Sky Approach has no coherent frequency plans, I didn't think about tuning up Big Sky Approach and seeing if they were talking to the aircraft that I was converging with. For all I knew, they might've been putting them on a descent and my descent would've further complicated the situation. That didn't happen, but it could have.

We've got a situation where Big Sky Approach flips frequency sectors around based on active runway at BOI. When I fly near controlled airports, I routinely monitor the appropriate frequency. Why? If I'm causing a problem, I want to know so I can do something different. The SLC sectional instructs 126.9 if north of BOI, and 119.6 if south. Meanwhile, BOI airport data says use 126.9 frequency if within 15 NM, and 119.6 if greater. Neither the chart nor the airport data resembles how Approach assigns area frequencies. You can't look at official information and determine what Big Sky is doing. In meetings available to local pilots, Big Sky Controllers explain how they actually manage frequency sectors, and it has nothing to do with the published information. Rather 126.9 is used for handling finals and 119.6 most everywhere else. This has gone on for years.

I get that Boise Approach needs to manage the best way they know how. However, I take objection to a frequency plan that can't be communicated via the chart or an airport data. Either update the information on the chart and in the airport data to reflect how you actually manage the frequency sectors, or come up with a frequency plan that's capable of being communicated through official channels. To their credit, Controllers are usually friendly and professional about getting VFR traffic on the frequency they want you on, but that only fixes the issue for those who a) want to talk to Approach, and b) Approach has to have available bandwidth to set up flight following. This is sloppy management. Please fix it so the information is congruent with practice.

SYNOPSIS

Pilot reported inconsistencies with expected approach frequencies within the BOI TRACON airspace that created confusion and is not in line with available published information.