

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KBOI airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Boise Air Terminal/Gowen Field (KBOI) is a medium-sized multi-use Airport located southeast of Boise Idaho. It is a joint-use airport serving air carrier, cargo, military as well as general and business aviation. Boise is also home to the National Interagency Fire Center which is responsible for the coordination of wildland firefighting resources throughout the United States.

KBOI Tower Administrative Office

Business Phone 208-364-5801

Open 0800L to 1600L – Monday through Friday

- ✓ Parallel RWYs 10R/28L and 10L/28R with staggered thresholds.
- ✓ Wrong Runway events occur when pilots land on the RWY they see first.
- ✓ Military Assault Strip (paved) – A Hazard near KBOI Airport – Located 1 mile south/southeast and oriented like the KBOI RWYs. Caution - Wrong Airport Landing hazard.
- ✓ Hot Spot 1 – TWYs J and W – Aircraft on TWY A have missed the turn onto TWY W and continued on TWY J, crossing the RWY 10L Approach Hold Line.
- ✓ Approach Hold lines exist at approach end of RWY 10L. – Beware and study Airfield Diagram
- ✓ Taxi-Lane K is a non-movement area. Pilots mistake Taxi-Lane K for TWY F.

Airspace

The **airspace** at KBOI is **Class C** with a 6900' MSL ceiling. (Refer to Sectional Chart)

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required
- Equipment Two-way radio, operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B Out



Cautions

Hot Spots

HS 1 Pilots departing RWY 10L often miss the left turn on TWY W and continue taxi on TWY J. Do not mistake RWY 10L approach sign for RWY 10L entrance.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.

Landing

- ✓ A wrong surface landing risk exists at this airport. [See Arrival Alert Notices](#).
- ✓ Parallel RWYs 10R/28L and 10L/28R with staggered thresholds.
- ✓ Wrong Runway events occur when pilots are cleared to land on the RWY they see first.
- ✓ Military Assault Strip (paved) – A Hazard near KBOI Airport – Located 1 mile south/southeast and oriented like the KBOI RWYs.

Surface Risk – Movement Area

- ✓ Approach Holds – Beware and study Airfield Diagram
- ✓ Hot Spot 1 – TWYs J and W – Aircraft on TWY A have missed the turn onto TWY W and continued on TWY J, crossing the RWY 10L Approach Hold Line.
- ✓ Taxi-Lane K is a non-movement area. Pilots mistake Taxi-Lane K for TWY F.
- ✓ Portions of TWY K & the Southwest Ramp not visible to TWR.

Additional Cautions

- ✓ Extensive Helicopter Operations Surface to 3,500 ' within 1 NM East and West & 5 NM S of RWY 10R.28L
- ✓ Moderate Migratory Bird Activity Within 5 NM of the Airport October through March

Communications

KBOI Tower (TWR) operates continuously

If TWR is NOTAM'd closed:

- ✓ KBOI will attempt to establish a remote VFR only tower.
- ✓ Salt Lake Center will perform approach control functions.
- ✓ The ATIS will contain frequency and contact information.

From the KBOI Control Tower

Local information that your KBOI TWR controllers want you to know.

Clearance

- ✓ Clearance Delivery frequency is often combined at Ground Control. This information would be included on the ATIS.
- ✓ All aircraft need a discrete beacon code when departing KBOI.
- ✓ Be aware that the departure frequency is dependent on your direction of flight AND the direction of takeoff. This means that you may get a different frequency for the same destination depending on the traffic flow.
- ✓ VFR (non-jet) traffic can expect an altitude restriction of "at or below 5000" except when departing to the north off of an easterly flow (RY 10L / 10R)

Ground

- ✓ Read back all hold short instructions with the aircraft call sign.
- ✓ When RY 10R is unavailable, expect to taxi to RY 10L via J, A, W and expect to hold short of the 10L Approach between the runways. Ground control may switch you to the Tower frequency at that point and have them complete your taxi to the runway.
- ✓ The SW and SE arm/de-arm areas may not be available for run-ups during military operations.

Takeoff/Departure

- ✓ IFR aircraft and all jets can expect to be assigned Runway Heading for departure
- ✓ For IFR aircraft, this is a vector into the Diverse Vector Area (DVA) established at KBOI.
- ✓ This gives the departure controller the option to turn aircraft within the DVA as soon as they are clear of any traffic conflicts.

Arrival/Landing

- ✓ Boise is often divided into two sectors. Typically, one sector will work the Final approach segment and the other sector will work everything else.
- ✓ Based on the above divisions, if you are arriving/operating within 45° of the final approach course, you should call the final controller (Big Sky Approach) on 126.9. All others contact Big Sky Approach on 119.6.
- ✓ Extensive skydive operations in the vicinity of Star, ID (14nm NW of KBOI) and in the vicinity of KEUL airport (18.5nm W of KBOI).

This information is subject to change. Not for navigation or legal pre-flight action. Refer to official pre-flight materials such as, but not limited to, NOTAMs, Airport Diagrams, Chart Supplement and VFR charts for the current airport-specific details.

