

5/11/2021

FOR YOUR INFORMATION

2021-56/5-16

1798524

To: Airport Manager, Boise Air Terminal/Gowen, (BOI), ID, FAA (AAS-1)

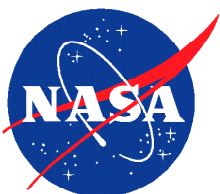
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ANM-600, AFS-280, AFS-200, Director of Air Traffic Operations WSA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: BOI Airport Taxiway Lighting

We recently received an ASRS report 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 1798524

DATE / TIME

Date of Occurrence 202104
Local Time Of Day 0601 to 1200

PLACE

Locale BOI.Airport
State ID
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower BOI
Make Model Name Single Engine Turboprop Undifferentiated
Operating Under FAR Part 135

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 1798524

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Excursion - Runway
Detector - Person Flight Crew
Result - General Maintenance Action
Result - Flight Crew Became Reoriented
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance
Result - Aircraft Equip Problem Dissipated

NARRATIVE 1

I was cleared to land on 10R and planned to exit at the first available taxiway (H) which was within the landing performance data but required accurate, prompt control to do so. I successfully landed and slowed to normal exit speed, acquired what I thought was the lead-off line for H, and the taxiway edge lights on the far side of the lead-off line. What I didn't perceive was that the lead-off line had been blacked out recently as H had been moved during construction. Given the poor ambient lighting (even accounting for the excellent forward lighting from the landing lights), there was no immediate visual difference between the runway surface and the transition to the gravel surface and as the airplane departed the runway, the extra drag of the gravel and ~4" of underlying mud brought the airplane to a stop. After realizing what had happened and that I wasn't going to be able to taxi further, I coordinated with Tower, was instructed to switch to Ground and asked for a tow and passenger transport, then shut down the engine.

Everything but the runway exit went as planned. I followed aircraft procedures, but departed from my usual night time post-landing technique of acquiring the lead-off line, then verifying the taxiway signage and seeing the lead-off goes between the edge lights. The erroneous lead-off line combined with the adjacent line of taxiway edge lights and the still-night-but-approaching-daylight contributed to my disregard of my usual next exit criterion that the lead-off lights guide between the taxiway lights, resulting in exiting the runway surface next to the intended taxiway exactly on the blacked out lead-off line that led to the previous location of Taxiway H.

The bottom line contributors were fatigue after an earlier transport, planning an aggressive landing while fatigued, and visual cues that combined with my disregard of solid techniques in the process of achieving the required performance to meet the plan. In the future I will accept and use the available runway rather than plan for an expedited profile that approaches the limits of my current capabilities.

SYNOPSIS

Pilot reported a runway excursion during landing at BOI due to ambiguous lead-off runway and taxiway edge lighting configuration.