

ALERT BULLETIN

AB2025:1/11-1

2/6/2025

2190701

TO: Airport Manager, Boise Air Terminal/Gowen Field, (BOI), ID, FAA (AJV-A, AAS-1, ATM BOI Tower)

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

SUBJ: BOI ILS Y 10R Missed Approach Track Concerns

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 following:

ASRS received a report from a BOI Local Controller expressing concern about the missed approach procedure for the ILS 10R approach. Reporter stated they observed an air carrier aircraft executing a missed approach from the 10R ILS passing very close to the Tower, apparently having begun the turn to track the missed approach procedure a bit early. Reporter further stated they has observed close calls several times in the past in similar circumstances.

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 2190701**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1801 to 2400

PLACE

Locale	BOI.Tower
State	ID
Altitude - MSL	3500

ENVIRONMENT

Flight Conditions	IMC
Weather	Fog

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BOI
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Air Traffic Control	Local
ASRS Report Number	2190701

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Event / Encounter - Weather / Turbulence
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Person	Air Traffic Control
Result - General	None Reported / Taken

NARRATIVE 1

I was working local control. Fog just moved in and the airport went IFR. Several aircraft were going around due to low visibility. Aircraft X on the ILS [Y RWY 10R] went around and I issued the published missed approach. I noticed the aircraft was slightly off course and looked like they made a right turn to the southeast a little early. I made a half joking comment to Ground Controller that they were going to hit us. He looked up at the Tower radar display and agreed. The fog was moving west to east and there was a small clearing front of us. We saw Aircraft X pass very close to the Tower. Closer than an Aircraft X should ever get to the Tower. The Ground Controller and I were cursing in disbelief. The supervisor was looking at some paperwork so he did not see Aircraft X pass close by. This has happened to me several times before on ILS go arounds but usually with smaller aircraft and I can't actually see them due to the fog. I have on several occasions heard aircraft passing very close to the Tower in ILS go arounds. I saw this one and it was [too] close to not report. I believe an aircraft will eventually hit the Tower one day.

Change the ILS missed approach procedure to go straight out instead of intercepting the 113 radial outbound. I believe aircraft are going around and turning to intercept the radial early which points them right at the Tower.

SYNOPSIS

BOI Tower Controller reported an aircraft executing the published ILS missed approach in foggy conditions passed too close to the Control Tower. Reporter stated aircraft passing close to Tower on this procedure has occurred on several occasions, and recommended a change to the procedure.