9/18/2026 **FOR YOUR INFORMATION** 2026-327/11-67

2399793

To: FAA (AJV-A, ANM-600), Jeppesen Sanderson Inc.

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, 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, NATCA, NBAA, NTSB, RAA, SWAPA, Airport Manager, Boise Air Terminal/Gowen Field, (BOI), ID

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

Re: BOI Airport Taxiway Charting

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 2399793

DATE / TIME	
Date of Occurrence	202608
Local Time Of Day	1201 to 1800
PLACE	
Locale	BOI.Airport
State	ID
Altitude - AGL	0
ENVIRONMENT	
Weather	Other: CAVU
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ground	BOI
Make Model Name	Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part	91
PERSON 1	
Function - Flight Crew	Pilot Flying
Function - Flight Crew	Single Pilot
ASRS Report Number	2399793
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Upon exiting Runway 28L at Taxiway B2 I was instructed by the tower frequency to taxi back to a general aviation facility via Taxiway Bravo and to monitor ground. I switched to ground and was monitoring ground. While taxiing back to general aviation parking I missed the junction where the Bravo taxiway diverts to the left and ended upon Taxiway Foxtrot.

I had remained on the taxiway parallel to Runway 28L. I had the airport diagram with me and it shows Bravo merging into Foxtrot in a straight path. As best as I can tell this document is not aligned with the current airport layout. I was close to the “non-movement area” to the southwest of Foxtrot and I exited there. Please note that my understanding from my instructor is that “non-movement area” refers to “non-controlled movement.” There was no contact from ground during this event and there were no other active aircraft in the vicinity. The airport diagram I am using has the numbers 26134 and AL-57(FAA) and is currently shown on aeronav.faa.gov.

SYNOPSIS

General aviation pilot reported missing the cleared taxiway and noted that the BOI airport diagram is not aligned with the current airport layout.