

T- Craft Flying Club



What to Say and When to Say It

- On initial call – WHO, WHERE, WHAT
- WHO – “Cessna 123”
- WHERE – “2 miles south of Nampa”
- WHAT- “inbound to BOI with ATIS A for touch and goes”

This gives the controller enough information to obtain a beacon code and identify the aircraft.

If you are going to execute practice approaches, advise the controller on initial call so you can be issued the appropriate code.

Initial Call

- Use recognizable reporting points or a position from the airport or NAVAID you are flying to
- “I’m over Joe’s beet field south of the dairy” probably won’t work!
- Keep your initial call short and to the point...and don’t forget the ATIS if required.

Class C entry requirements

- *Two way* radio communication – The controller **must** use your call sign in response to your call before you can enter Class C
- *Operating* transponder with Mode C
- Aircraft are not normally held out but traffic may dictate holding aircraft out of Class C
- Arrangements can be made for entry without a radio or transponder- call to coordinate

Class C Services

- Sequencing ALL aircraft to the primary airport.
- Standard IFR services to IFR aircraft.
- Separation, traffic advisories, and safety alerts between IFR and VFR aircraft.
- Mandatory traffic advisories and safety alerts between VFR aircraft.
- Provide Class C services to all aircraft operating within Class C airspace.
- Provide Class C services to all participating aircraft in the outer area.

Touch and Goes and Practice Approaches

- At BOI, listen and be ready for runway changes (“change to RWY 10R, RWY 10R cleared touch and go”)
- Caution for wake turbulence – a touch and go becomes an intersection departure
- Keep traffic patterns at a normal distance

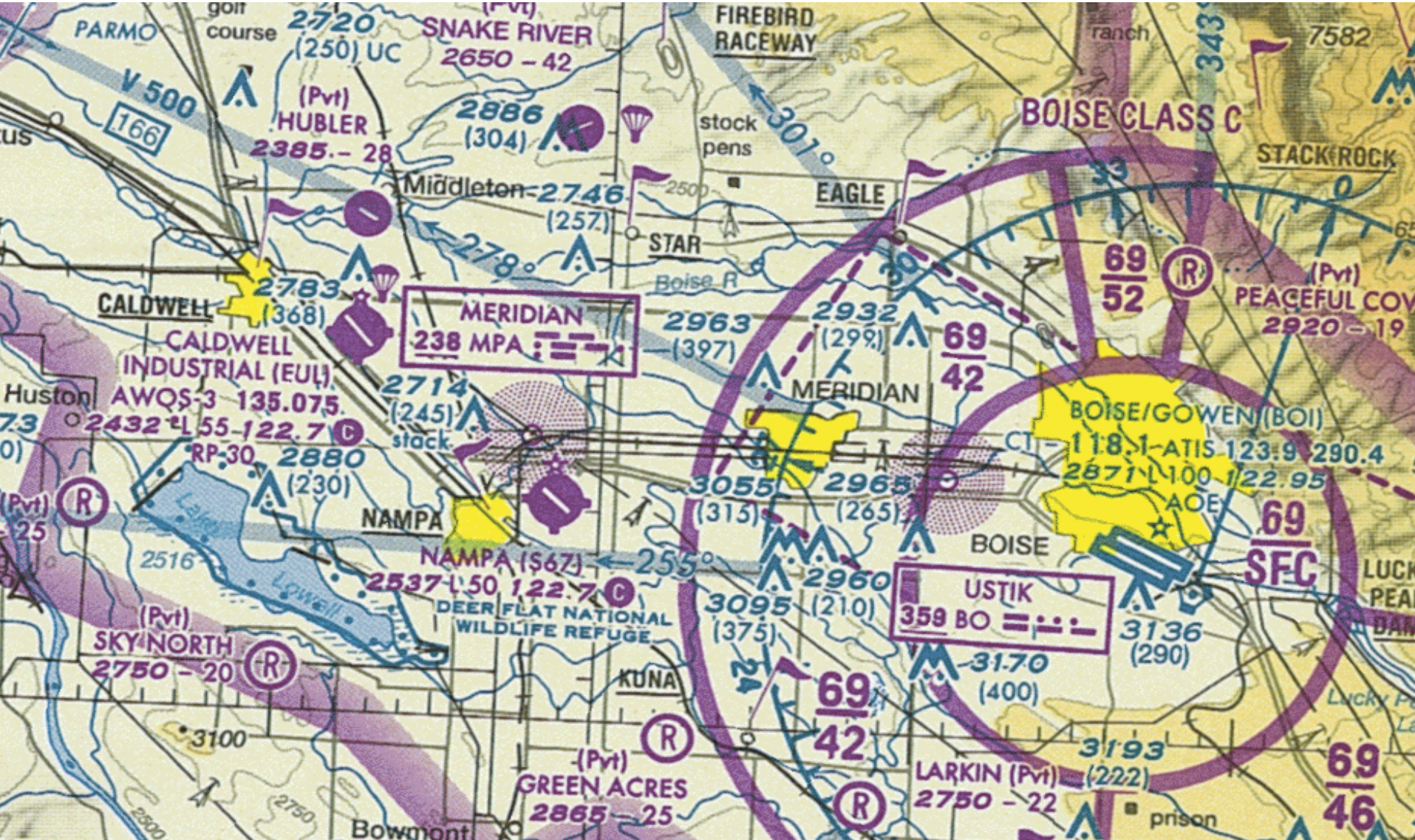
Practice Approaches

- VFR are easiest to accommodate- less separation required and more options for the controller
- IFR practice approaches are more restrictive- less opposite direction approaches available
- Remember- a VFR practice approach does not authorize you to make a published missed. Comply with controller instructions.

Practice Approaches

- VFR practice approaches are afforded IFR-like separation- 3 miles lateral or 500 ft.
- IFR practice approaches receive standard IFR separation.
- Neither IFR or VFR practice approaches should be issued if IFR traffic will be delayed.
- Practice approaches at MAN and EUL receive the same separation as at BOI.

Departing and Arriving Nampa and Caldwell



Departing and Arriving Nampa and Caldwell

- Aircraft are crossing the final approach course for RWY10 arrivals or the departure corridor for RWY28 departures
- Most ILS and RNAV arrivals are joining final between 10-15 nm west of Boise between 4500 and 6000
- Without Mode C verification, controllers have no idea if your Mode C is accurate
- It cost you ***NOTHING*** to call; help us provide the service we are paid to provide

Changes are coming

- Taxi instructions to change in June 2010 – New phraseology to taxi to a runway “ RWY 28R taxi via A”. All runway crossings will have to be issued. When this change takes effect, your clearance to taxi *to* a runway will **not** authorize you to *cross* any runway unless you are specifically cleared to do so.
- Line Up and Wait – will replace Position and Hold sometime in the fall.

Questions ?

- Contact Info:

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