

# Boise Class D/C Communication Summary

## Points to remember:

- Always start your first conversation (on each frequency) with your full call sign “Kitfox 726KA” - followed by “Kitfox 6KA for all acknowledgments to instructions after initial call.
- Read back ONLY the numbers (and letters) – Do not even try to repeat the controllers sentence verbatim – reply in mono-syllables only (not sentences).
- Do not use CB lingo or slang
- If geographically challenged – Say “I'm unfamiliar with \_\_\_\_\_”. On the ground – Say “I need progressive taxi instructions”
- Whenever runway assignments are given – You MUST Read back the runway assignment followed by your call sign.
- When ever you're assigned a “Hold Short of \_\_\_\_\_” OR “Line Up and Wait on runway \_\_\_\_\_” - You MUST repeat the words “HOLD SHORT” &/or “LINE UP and WAIT”, and you MUST repeat the runway assignment, and you MUST end the reply with your call sign.
- Caution: To not push and hold the top-of-stick transmit button with your thumb when your tensing for takeoff & landing.
- Always wait for an acknowledgment reply BEFORE you give lengthy sentences. Common exceptions are “Ready for takeoff”, “Inbound for landing”, and “Off runway\_\_\_\_\_” calls.
- Think 3 dimensional – when you first call a frequency in the air (Distance, Direction from, Altitude, and intended destination). When on the ground (Position and Direction you want to go @ what altitude). Think of the other guy out there entering or already in the traffic pattern – put yourself in their position – what would you think they might like to hear to get a situational awareness and avoid conflict with you.
- If you are worried about something or need clarification – ASK in plain language (AFTER you get their acknowledgment that you called)

Western Aircraft's discrete frequency for fuel or ANY other kind of assistance (high-wind wing walkers)

**129.80**

208-338-1833

# Boise Class D/C Communication Summary

## Outbound steps:

1. After start (Please do not run Avionics without engine running).
2. ATIS **123.90**  
Listen for...
  - Winds (direction & strength) and gusts (what are your maximums?)
  - Ceiling and visibility (Above 2000' & 5 miles)
  - Barometric pressure (set Dynon SkyView)
  - Active Runway (compare with winds to determine your cross-wind component maximums)
  - Notams: like runway closure?
  - This hours alphabetic identifier (Alpha, Bravo, Charlie, ...)
3. Clearance delivery **125.90**
  - "Clearance this is Kitfox 726KA"*  
(clearance: *Kitfox 6KA go ahead*)
  - "headed to \_\_\_\_\_"* (example: *Caldwell, South practice area, the Backcountry over Aldape, S78, or 040 degrees*) – WITH \_\_\_\_\_ (the ATIS identifier)  
(clearance: *Kitfox 6KA the departure frequency will be 119.6 (for southerly headings from the extended center-lines of the runways) or 126.9 (northerly) – Squack \_\_\_\_\_ (ex. 0341)*)
  - "119.6, 0341, Kitfox 6KA"* (just the frequency \_\_\_\_\_, and the squack code \_\_\_\_\_)  
(clearance: *Kitfox 6KA readback correct*)
4. Ground **121.70**
  - "Ground this is Kitfox 726KA"*  
(ground: *Kitfox 6KA go ahead*)
  - "New city hangers (or Western Aircraft), taxi for takeoff"*  
(ground: *Kitfox 6KA taxi to runway 10 Right via Juliet*)  
If runways 28 – consider Fox Trot intersection (or Bravo 2 from Western Aircraft)
  - "10 Right via Juliet Kitfox 6KA"* (just the runway \_\_\_\_\_, and the taxiway identifiers)

HOLD short prior to the **RED** runway signs

# Boise Class D/C Communication Summary

## 5. Tower 118.10

*“Tower this is Kitfox 726KA – ready for takeoff runway 10 Right @ Juliet”  
(tower: Kitfox 6KA cleared for takeoff 10 Right @ Juliet)*

*“Cleared for takeoff, 10 right Kitfox 6KA”*

If tower does not say a early turn on course (or to a heading) is approved – you must fly runway heading to the end of the runway before turning on course. You can always ask for an early turn too.

If tower gives you a **Hold Short** instruction for landing traffic (or 3min wake turbulence delay) – You must repeat the words: “Hold Short”, the Runway\_\_\_\_, followed by your call sign (ex: *“Hold Short, 28L, Kitfox 6KA”*).

If tower gives you a **Line Up & Wait** instruction – You must repeat the words “Line Up & Wait, the Runway\_\_\_\_, followed by your call sign (ex: *“Line Up & Wait, 28L, Kitfox 6KA”*)

## 6. Departure 119.6 (southerly)/ 126.9 (northerly)

Expect tower to give you a frequency change to departure once airborne and leaving the traffic pattern - therefore have the assigned departure frequency pre-selected in the radio - don't switch to departure until advised to do so by the tower.

*(tower: Kitfox 6KA, contact departure)  
“Kitfox 6KA”*

*“Departure this is Kitfox 726KA, 3500' climbing (or level?)”  
(departure: Kitfox 6KA, radar contact)*

No further reply is needed

Outside 15-30 miles (or nearing destination) – departure (approach) will call you and terminate radar service, tell you to squawk 1200, and approve you to change to advisory frequency. Your reply should simply be *“Kitfox 6KA”* (do not repeat their sentence).

You can also “cancel radar service” anytime you're outside the class C – just request it.

# Boise Class D/C Communication Summary

**Inbound steps:** (to Boise Airport or through the Class C)

1. Listen to ATIS (same as outbound) **123.90**
2. Call Approach on one of the two frequencies dependent on your position (south or north) as compared to extended center-lines of runways. **119.6/126.90**  
**“Approach, Kitfox 726KA”**  
(*approach: Kitfox 6KA go ahead*)

**“Over \_\_\_\_\_ Nampa (or 15 miles West), @ \_\_\_\_\_ 4000’, Landing Boise, Parking south side, with \_\_\_\_\_ (hourly ATIS alphabetical identifier)”**  
(*approach: squack \_\_\_\_\_ (example: 0352)*)

Punch in the squack code – no further reply is needed. If asked to **“IDENT”** – press “ident” button also.

(*approach: Kitfox 6KA, radar contact, 15 miles West (confirming your position), say altitude?*)  
**“4000’ Kitfox 6KA”**

(*approach: Kitfox 6KA proceed straight in (or enter the left/right traffic for...) for runway 10 Right*)  
**“L downwind, 10 right, Kitfox 6KA”**

About 5 miles out from Boise (class D) – approach will send you to tower.

3. Tower **118.10**  
**“Tower, Kitfox 726KA – straight in (or left downwind) 10 Right”**

(*tower: cleared to land (or continue) runway 10 Right*)  
**“Cleared to land (or continue) 10 Right 6KA”**

If “continuing” - fly a standard traffic pattern – slowing, configuring, and descending as though you're landing (Just DON’T land until you hear the words “Cleared to Land”).

Clear the runway at the first available taxiway you can safely make – turning in the direction to parking (as you previously told approach). Upon crossing the runway hold short lines (dashed lines – dash across) – stop and contact ground

Anticipate being assigned (or you can request if proficient) - a “short approach”, and a “long landing”. It’s almost a 2 mile long runway - we need < 1000’ - tires are expensive (\$1100/tire) and flight time costly - we don’t need long taxi’s.

# Boise Class D/C Communication Summary

## 1. Ground **121.70**

*"Ground, Kitfox 726KA"*

*(ground: Kitfox 726KA go ahead)*

*"Off runway 10 Right @ Foxtrot – headed to the new city hangers (or Western)"*

*(ground: proceed to the hanger via Foxtrot and Juliet)*

*"Foxtrot, Juliet, Kitfox 6KA"*

ALL COMMUNICATIONS...  
When in doubt - use plain english,  
State your question  
or, ask if you don't understand