

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics **Revision 14-01**

Idaho Backcountry Strips Included:

Big Creek (U60)

Cavanaugh Bay (66S)

Garden Valley (U88)

Johnson Creek (3U2)

Smiley Creek (U87)

For the most current information, refer to <http://itd.idaho.gov/aero/Publications/publications.htm>



Big Creek (U60)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Big Creek, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on page 1 of this document.

These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Big Creek Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

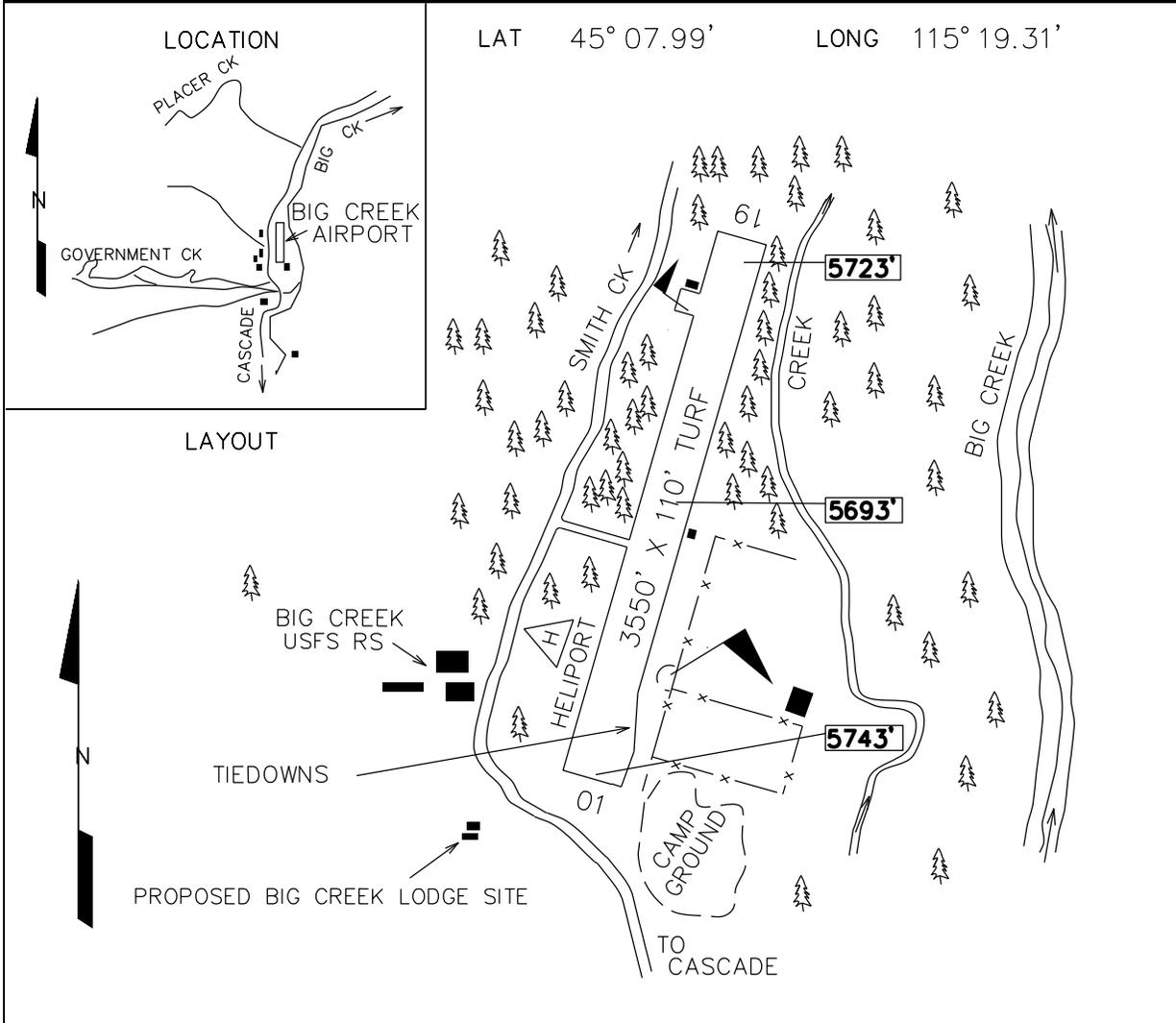
We look forward to your safe arrival at Big Creek Airport.

Mike Pape, Administrator
Idaho Division of Aeronautics



BIG CREEK

U60



LAT 45° 07.99' LONG 115° 19.31'

LAYOUT

ELEVATION 5743

CTAF 122.9

LOCATION BIG CREEK RANGER STATION

FUEL NO

VOR DNJ FREQ 116.2 RAD 040° NM 43.5

SERVICES TIEDOWNS

COMMUNICATIONS CTAF 122.9

NAV AIDS NO

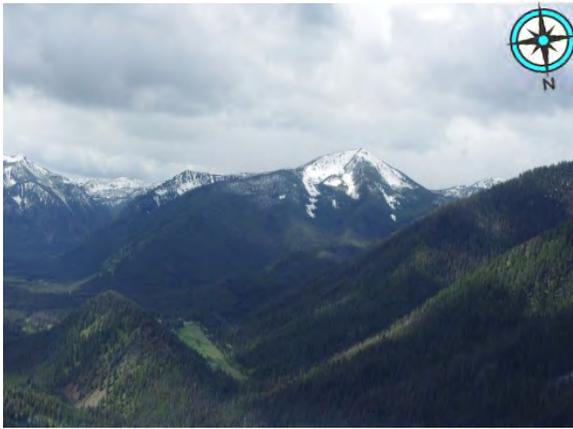
MANAGER
208-334-8775, STATE OPERATED

LIGHTS NO

FBO(s)
NO

ATTENDED NO

REMARKS RECOMMEND LAND RWY 19, DEPART RWY 01. CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF TRAFFIC PATTERN. STEEP ENCLOSING TERRAIN. RUNWAY SUBJECT TO ONGOING RODENT DAMAGE. NO WINTER MAINTENANCE. AIRCRAFT USE SIDES OF STRIP DURING SKI OPERATIONS. SOUTH END OF RWY ROUGH.



Preflight Planning

Big Creek (U60) is part of the vast network of Idaho backcountry airstrips. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAMs,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- backcountry etiquette,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Big Creek without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics strongly recommends that visiting pilots obtain an airport checkout before landing at Big Creek Airport. The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals

Landing Runway 19

It is **recommended** that you land runway 19, wind permitting. Make your initial arrival call on 122.9 at least 5 miles from Big Creek Airport. Announce your distance, direction and altitude from Big Creek Airport. Maintain 1,500' above field elevation (AFE) as applicable or minimum (7250). *Configure your airplane to canyon maneuvering speed. Begin a descent to a traffic pattern altitude of 800-1000' AFE.*

(Big Creek Airport) N45 07'99 W115 19'31

CAUTION

There could be numerous airplanes departing and arriving north of the airfield. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Big Creek Airport. You may encounter strong downdrafts on final.

If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles, pedestrians and sprinklers. Conduct a standard left-hand pattern that includes an *upwind, crosswind, downwind, base and final.*

Landing Runway 01

NOTE

*Landing downstream to the north is **NOT recommended**. Landings to the north should only be considered when wind or weather dictates that landing to the south would be unsafe.*

CAUTION

USFS Heliport Ops adjacent to the SW end of the airport. Activity is greatest during summer months.



Straight in Landing

Straight in landings to Runway 19 or 01 are **strongly discouraged.**

WARNING

By not joining the pattern, there is increased risk of a midair collision. Your radio calls could be masked by terrain. You may not see airplanes, animals, vehicles, pedestrians or sprinklers on the runway until established on final.

Landing Abort Procedures

Runway 19 and 01

At your predetermined abort altitude, typically 200-300' AFE, begin your abort and follow the desired abort path (see map). Pick an altitude that will provide a safe abort procedure. Abort altitudes may vary for every type of aircraft and situation. 200-300' AFE is a good altitude for most aircraft.

NOTE

*You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.*



Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures. Make your initial radio call on 122.9 prior to taxiing. Landing traffic always have the right of way.

Departing Runway 01

North Departure-Example: “Big Creek traffic, Cessna 20836 departing runway 01 climbing northeast bound”.



CAUTION

Rising terrain to the east will restrict your view of aircraft on the downwind and base legs.

You may encounter strong downdrafts.

Southerly winds prevail mid-morning through the afternoon. Aircraft should remain on the ground until more favorable conditions exist.

NOTE

Consider extending your departure leg towards Smith Creek before making your turn to the south (see map). Doing so might provide better altitude separation between you and downwind traffic.

Departing Runway 19 is **Strongly Discouraged** *Why?*

1. Your takeoff path is directly toward rising terrain.
2. You may encounter strong downdrafts.
3. High density altitude conditions have contributed to accidents at Big Creek.



SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Big Creek Airport during fly-ins.

Runway is not visible from all parts of the traffic pattern.

First 1000' of runway 19 could be wet and soft (see map).

Runway and tie down area subject to ongoing rodent damage. Be alert for large rodent holes.

Runway 19: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Make inbound calls at least 5 miles out. State your intentions on backcountry frequency 122.9. Keep communications brief and concise. Refer to the VFR Route Planning section of this guide.

Example: *“Big Creek traffic, Cessna 20836 is 5 miles north of Big Creek airport inbound at 7500. We will enter an upwind for landing runway 19 Big Creek”, etc.*

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 200' AFE.
- **Common Errors:** excessive speed and/or altitude, landing long and late go-arounds.
- Formation arrivals are highly discouraged.

SAFETY ALERT

Departures

Steep enclosed terrain may mask your view of traffic landing runway 19.

Landing traffic may only be visible when established on final.

Last 1000' of runway 01 could be wet and soft (see map).

Runway and tie down area subject to ongoing rodent damage. Be alert for large rodent holes.

- Make a radio call on 122.9 prior to taxiing.

Example: *“Big Creek traffic Cessna 20836 is taxiing for runway 01 northeast departure Big Creek.”*

- Formation departures are highly discouraged.



Big Creek Airport Notes

- Safety is priority Number One!
- You are always responsible for your safety and the safety of those in your group.
- Mishaps, incidents, or accidents must be reported to the Valley Co. Sheriff's dispatch at (208) 382-5160, and the Boise FAA Flight Standards Office at (208) 387-4000.
- Be familiar with high density altitude operations.
- Use of landing lights while in the pattern is recommended.
- Keep radio communications brief and concise. No excessive chatter.
- Landing traffic should clear the runway and expedite to parking.
- Tie downs are frequently obscured by tall grass. Be alert for deep rodent holes in this vicinity.
- Consider remaining in parking until aircraft on final has landed.
- Pilot training is discouraged at Big Creek Airport during organized fly-ins.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Big Creek Airport.
- Fuel is not available at Big Creek Airport.
- Non-radio equipped aircraft are not recommended during Big Creek Airport fly-ins.
- Wi-Fi service available adjacent the old general store.
- Webcams facing north/south are accessible at www.idahoaviation.com/webcams.php
- During the spring and summer months, sprinklers are active throughout the day.
- Camping located SE side adjacent runway.
- Big Creek USFS Ranger Station open spring and summer from 7:30am-12 midnight.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT alone could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics 208-334-8775

Lockheed Martin Flight Serv. 800-992-7433

Big Creek Ranger Station 208-634-2784

Valley County Police Dispatch 208-382-5160

Arnold Aviation 208-382-4844 *for help relaying emergency info*

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:

- Publications,
- Airport Operating Procedures

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Big Creek Airport



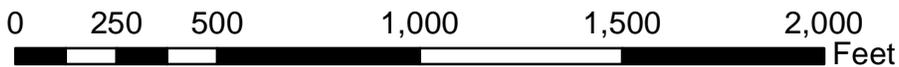
First 1000 ft of north end may be soft and wet.

Big Creek Airport

USFS Heliport Operations

Campground

Site of Big Creek Lodge

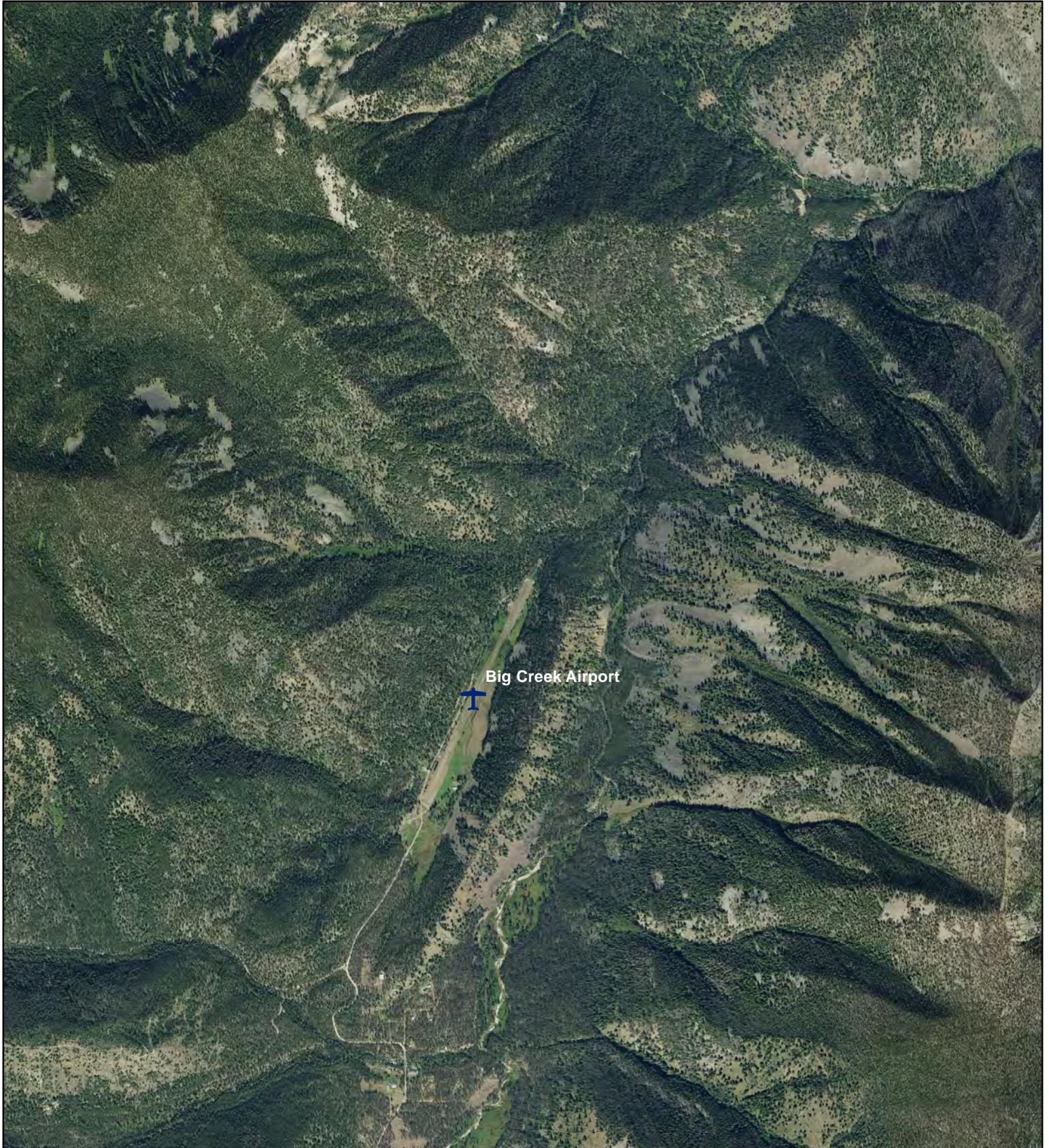


IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Big Creek Airport



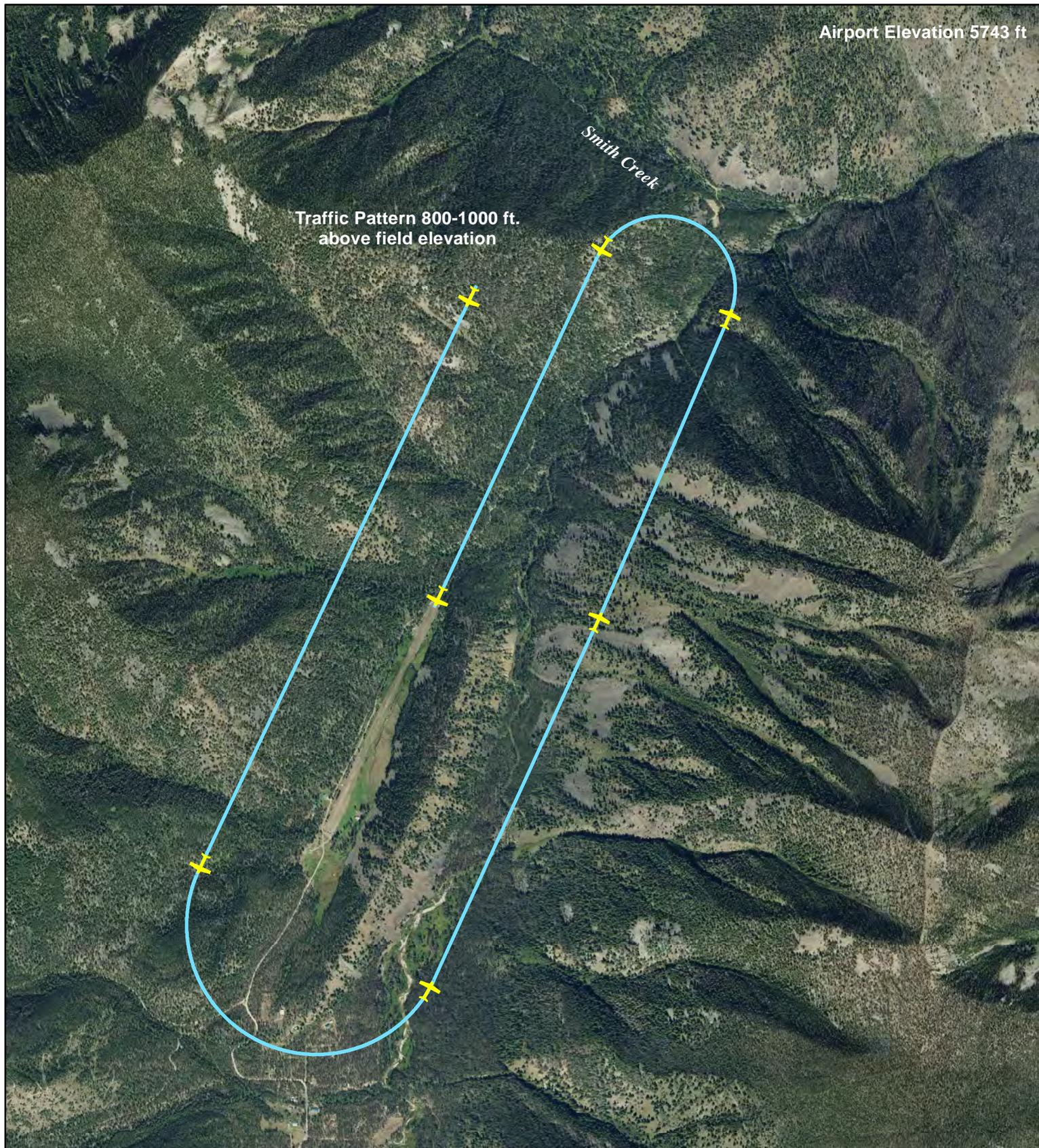
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(Recommended Airstrip Operating Procedure)



Legend

 Big Creek Airport Traffic Pattern



0

0.5

1

2

Nautical Miles

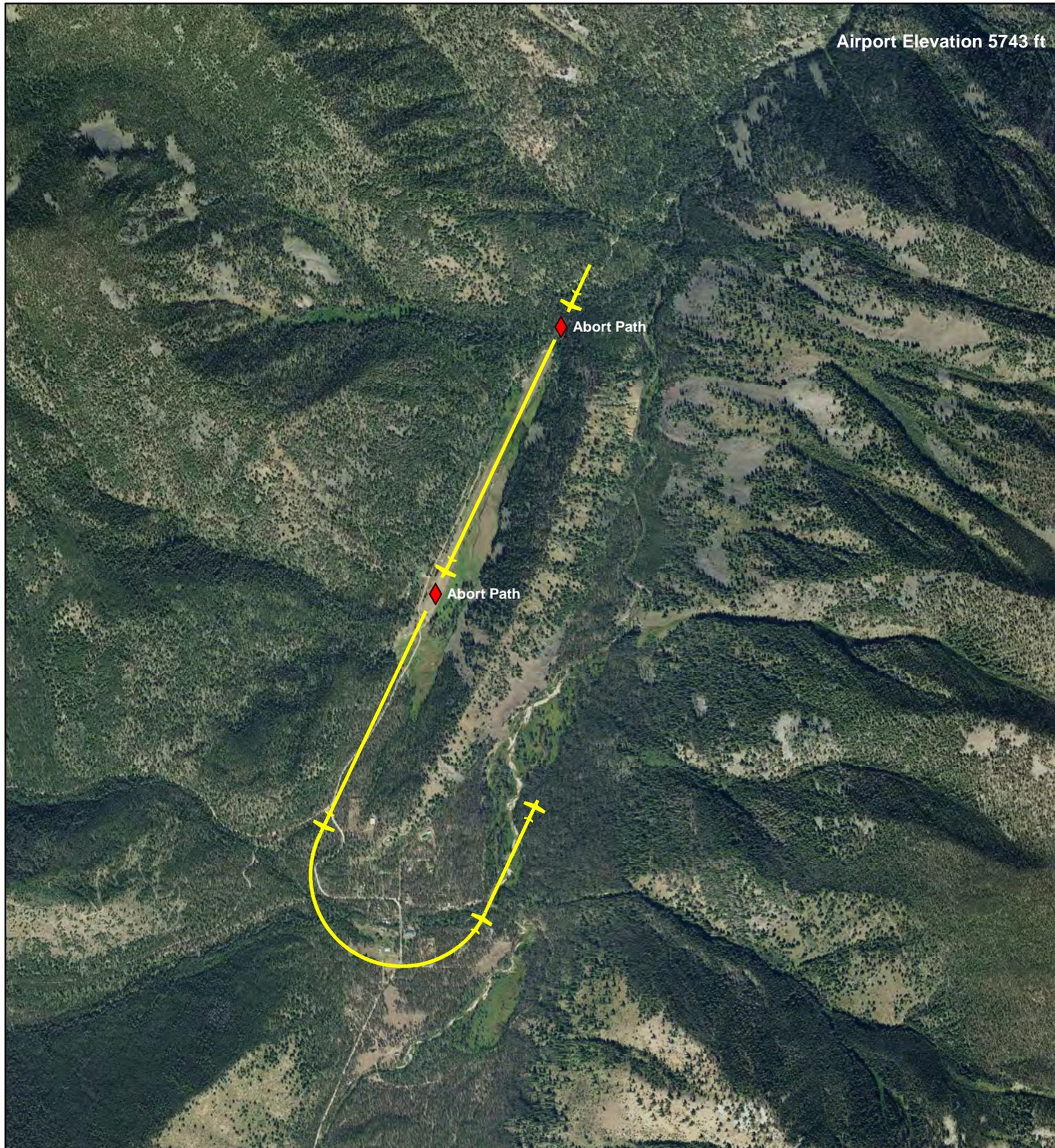
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Big Creek Airport Abort Path





Idaho Division of Aeronautics

3483 Rickenbacker St.

Boise, ID 83705

208-334-8775

Fax: 208-334-8789



Cavanaugh Bay (66S)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Cavanaugh Bay, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on page 1 of this document.

These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Cavanaugh Bay Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

We look forward to your safe arrival at Cavanaugh Bay Airport.

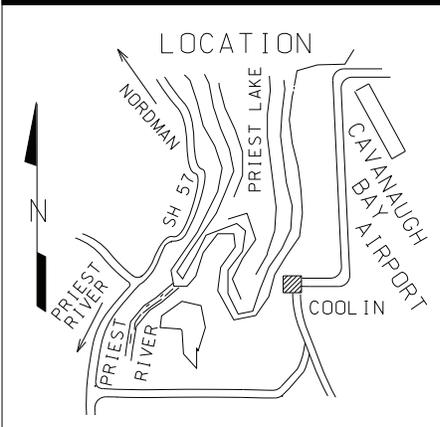
Mike Pape, Administrator
Idaho Division of Aeronautics



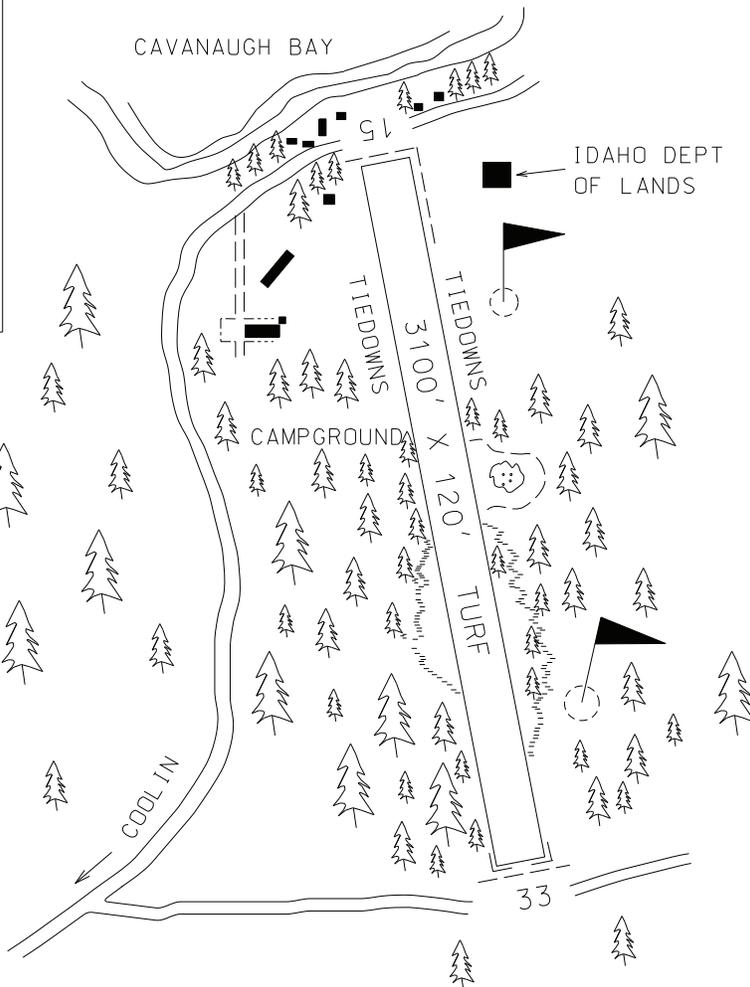
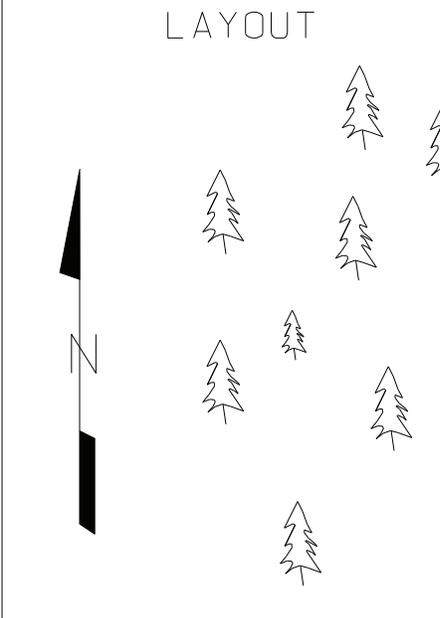
CAVANAUGH BAY

COOLIN

66S



LAT 48° 31.12' LONG 116° 49.33'



ELEVATION 2484

CTAF 122.9

LOCATION 3 MILES N OF COOLIN

FUEL NO

<u>VOR</u>	<u>FREQ</u>	<u>RAD</u>	<u>NM</u>
COE	108.8	340°	44.5

SERVICES

COURTESY CAR, FOOD & LODGING ADJACENT AREA, WI-FI @ MARINA. CARETAKER AVAILABLE MEMORIAL DAY THROUGH LABOR DAY. (208-659-8198)

COMMUNICATIONS CTAF 122.9

MANAGER

208-334-8775, STATE OPERATED

NAV AIDS NO

FBO(s)

NO

LIGHTS NO

ATTENDED NO

REMARKS

RT. HAND TRAFFIC FOR RWY 15. NORMALLY LAND RWY 15, DEPART RUNWAY 33. SEAPLANE OPS CONDUCTED NORTH ADJACENT OF RWY IN CAVANAUGH BAY. CAUTION: WATCH FOR SPRINKLERS ON RWY. NO WINTER MAINTENANCE.

CAVANAUGH BAY

COOLIN

66S



Preflight Planning

Cavanaugh Bay (66S) is part of the vast network of Idaho backcountry airstrips. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAMs,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- backcountry etiquette,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Cavanaugh Bay without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics strongly recommends that visiting pilots obtain an airport checkout before landing at Cavanaugh Bay Airport. The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals

Landing Runway 15

It is **recommended** that you land runway 15, wind permitting. Make your initial arrival call on 122.9 at least 5 miles from Cavanaugh Bay Airport. Announce your distance, direction and altitude from Cavanaugh Bay Airport. Maintain 1,500' above field elevation (AFE) as applicable or minimum (3950). *Configure your airplane to canyon maneuvering speed. Begin a descent to a traffic pattern altitude of 800-1000' AFE.*

(Cavanaugh Bay Airport) N48 31'12 W116 49'33

CAUTION

There could be numerous airplanes departing and arriving north of the airfield over the bay. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Cavanaugh Bay Airport. Watch for back taxiing traffic. Be alert of possible "converging traffic" from the SE out of Sandpoint at or above 4,500'.

NOTE

Seaplane base located just northwest of the airfield on Cavanaugh Bay (see map).

If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles, pedestrians and sprinklers.

Conduct a non-standard **right-hand** pattern that includes an *upwind, crosswind, downwind, base and final.*

Landing Runway 33

NOTE

Landing to the north is **NOT recommended**. Landings to the north should only be considered when wind or weather dictates that landing to the south would be unsafe.



Straight in Landing

Straight in landings to Runway 15 or 33 are **strongly discouraged**.

WARNING

By not joining the pattern, there is increased risk of a midair collision. You may not see airplanes, animals, vehicles, pedestrians or sprinklers on the runway until established on final.

Landing Abort Procedures

Runway 15 and 33

At your predetermined abort altitude, typically 200-300' AFE, begin your abort and follow the desired abort path (see map). Pick an altitude that will provide a safe abort procedure. Abort altitudes may vary for every type of aircraft and situation. 200-300' AFE is a good altitude for most aircraft.

NOTE

You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.



Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures. Make your initial radio call on 122.9 prior to taxiing. Landing traffic always have the right of way.





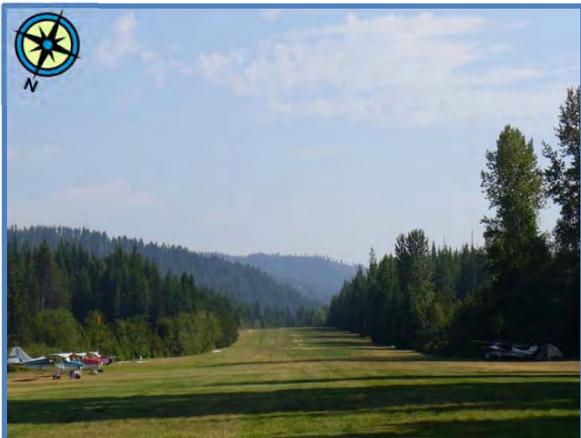
Departing Runway 33 is **Preferred**

North Departure-Example: "Cavanaugh Bay traffic, Cessna 20836 departing runway 33 climbing northwest bound."

Departing Runway 15 is **Strongly Discouraged**

Why?

1. Your takeoff path is directly toward rising terrain. Tall trees located just off the departure end.
2. High density altitude conditions have contributed to accidents at Cavanaugh Bay.



Runway 33 Departure



SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Cavanaugh Bay during fly-ins.

Be alert for “converging traffic” from the SE out of Sandpoint Airport.

Seaplane Base located on the NW side of Cavanaugh Bay.

Runway 15: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Make inbound calls at least 5 miles out. State your intentions on backcountry frequency 122.9. Keep communications brief and concise. Refer to the VFR Route Planning section of this guide.

Example: “Cavanaugh Bay traffic, Cessna 20836 is 5 miles south of Cavanaugh Bay airport inbound at 4500. We will enter an extended right downwind for landing runway 15 Cavanaugh Bay,” etc.

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 200’ AFE.
- **Common Errors:** excessive speed and/or altitude, landing long and late go-arounds.
- Formation arrivals are highly discouraged.

SAFETY ALERT

Departures

Landing traffic may only be visible when established on final.

Runway 15: Departures to the south are NOT recommended

- Make a radio call on 122.9 prior to taxiing.

Example: “Cavanaugh Bay traffic Cessna 20836 is taxiing for runway 33 north departure Cavanaugh Bay.”

- Formation departures are highly discouraged.



Cavanaugh Bay Airport

Notes

- Safety is priority Number One!
- You are always responsible for your safety and the safety of those in your group.
- Mishaps, incidents, or accidents must be reported to the Bonner Co. Sheriff's dispatch at (208) 263-8417, and the Spokane FAA Flight Standards Office at (509) 532-2340. After hours (425) 227-2000.
- Be familiar with high density altitude operations.
- Use of landing lights while in the pattern is recommended.
- Keep radio communications brief and concise. No excessive chatter.
- Landing traffic should clear the runway and expedite to parking.
- Consider remaining in parking until aircraft on final has landed.
- Pilot training is discouraged at Cavanaugh Bay Airport during organized fly-ins.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Cavanaugh Bay Airport.
- Fuel is not available at Cavanaugh Bay Airport.
- Non-radio equipped aircraft are not recommended during Cavanaugh Bay Airport fly-ins.
- Sprinklers are active May-September during the early morning hours.
- Camping located NW side adjacent runway.
- Idaho Department of Lands open year around from 7:00-4:30 PST M-F.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT alone could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics	208-334-8775
Lockheed Martin Flight Service	800-992-7433
Idaho Department of Lands	208-443-2516
Bonner County Police Dispatch	208-263-8417
Caretaker	208-659-8198

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Click on:

- Publications,
- Airport Operating Procedures

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Cavanaugh Bay Airport



Airport Elevation 2484 ft

Campground

Idaho
Department
of Lands

Cavanaugh Bay Airport

0 375 750 1,500 2,250 3,000
Feet

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Cavanaugh Bay Airport



0 0.25 0.5 1 Nautical Miles

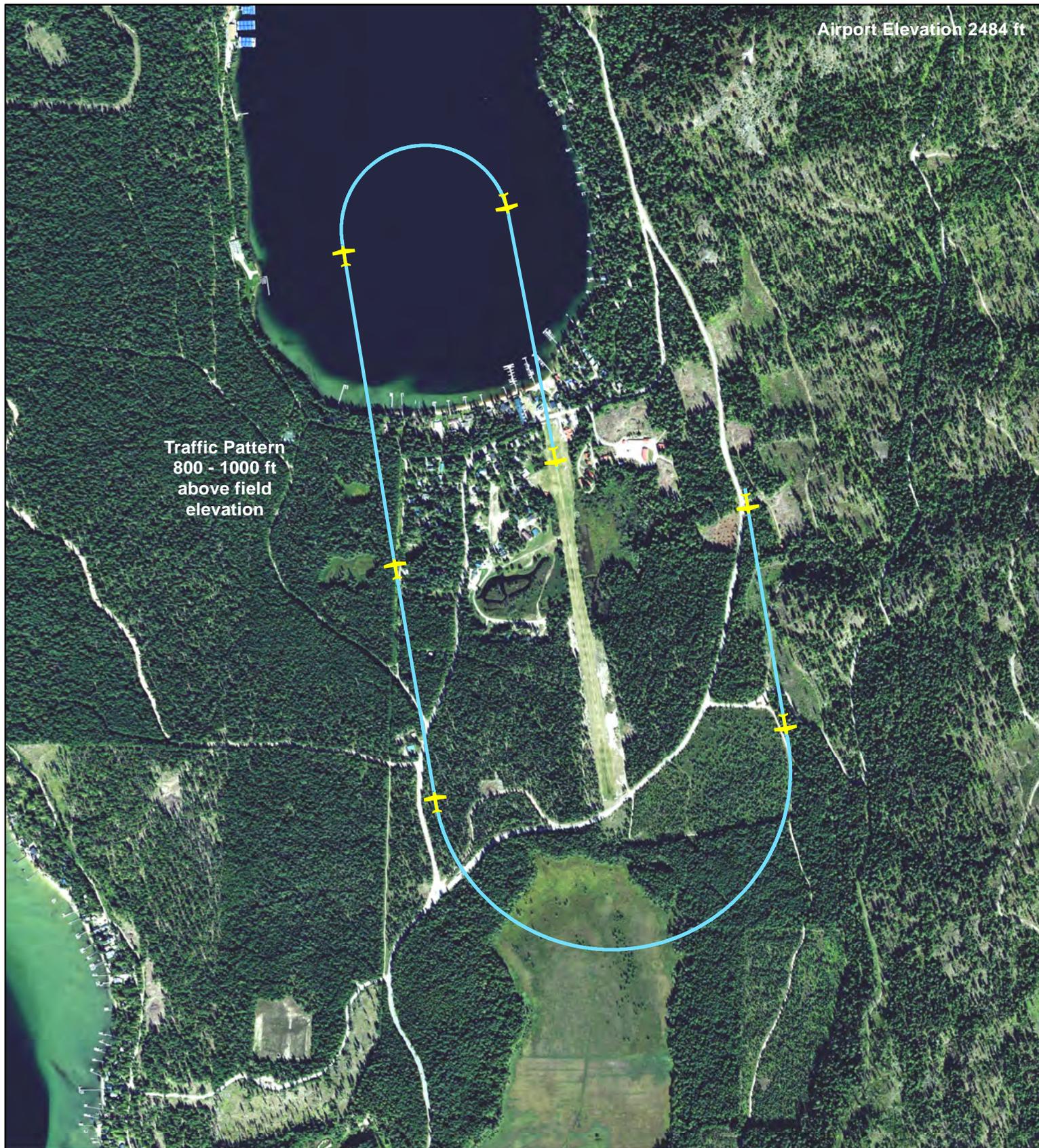
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Cavanaugh Bay Airport Traffic Pattern



Airport Elevation 2484 ft

Traffic Pattern
800 - 1000 ft
above field
elevation

0 0.25 0.5 1 Nautical Miles

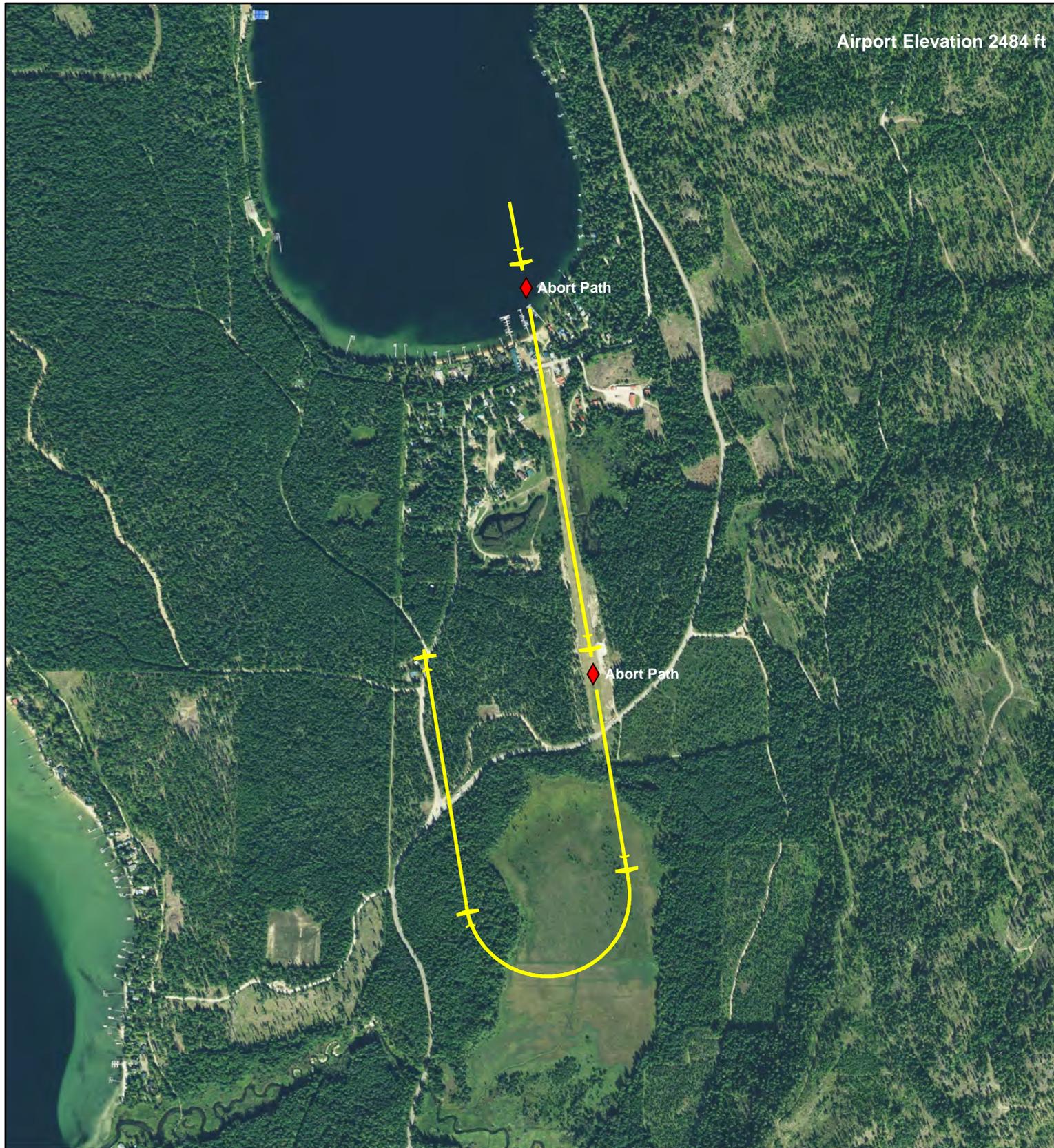
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Cavanaugh Bay Airport Abort Path





Garden Valley (U88)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Garden Valley, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

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These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Garden Valley Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

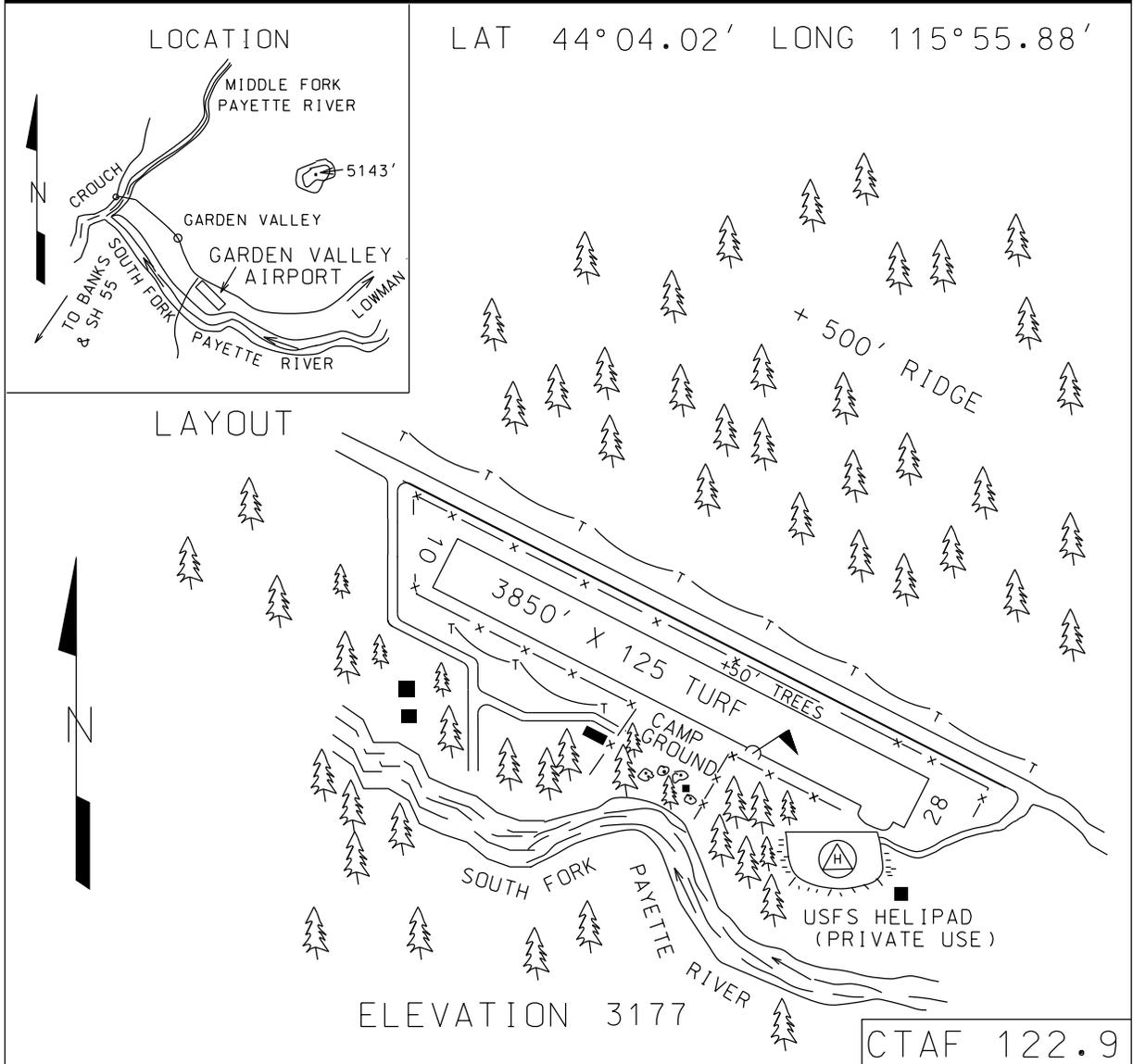
We look forward to your safe arrival at Garden Valley Airport.

Mike Pape, Administrator
Idaho Division of Aeronautics



GARDEN VALLEY

U88



LOCATION 2 MILES SE OF GARDEN VALLEY

FUEL NO

VOR BOI FREQ 113.3 RAD 004° NM 33.0

SERVICES MAY THROUGH SEPTEMBER
 FOOD & LODGING ADJACENT AREA, TIEDOWNS
 COURTESY CAR, NO WINTER MAINTENANCE.
 WI-FI, CELL PHONE, SHOWER AND POTABLE
 WATER.

COMMUNICATIONS CTAF 122.9

MANAGER
 208-334-8775, STATE OPERATED

NAV AIDS NO

FBO(s) NO

LIGHTS NO

ATTENDED NO

REMARKS

CAUTION: USFS HELIPILOT OPERATIONS ADJACENT TO SE END OF AIRPORT. CAUTION: SPRINKLER HEADS MAY BE IN PLACE ON RWY 10-28. NORMALLY LAND RWY 10, DEPART RWY 28. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. NO WINTER MAINTENANCE.



Preflight Planning

Garden Valley (U88) is part of the vast network of Idaho backcountry airstrips. This mountain valley airstrip sits 32nm NE of the Boise Airport. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAMs,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- backcountry etiquette,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Garden Valley without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics strongly recommends that visiting pilots obtain an airport checkout before landing at Garden Valley Airport.

The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals

Landing Runway 10

It is **recommended** that you land runway 10, wind permitting. Make your initial arrival call at least 5 miles from Garden Valley Airport. Announce your distance, direction and altitude from Garden Valley Airport. Maintain 1,500' above field elevation (AFE) as applicable or minimum (4,700).

*Configure your airplane to canyon maneuvering speed. **Begin a descent to a traffic pattern altitude of 1000' AFE.***

(Garden Valley Airport) N44 04'02. W115 55'88

CAUTION

There could be numerous airplanes departing and arriving west of the airfield. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Garden Valley Airport.

Enter the traffic pattern at canyon maneuvering speed and announce your intentions. Conduct a standard left-hand pattern that includes an *upwind, crosswind, downwind, base and final*. Observe the airfield for obstacles and hazards such as airplanes, animals, vehicles, pedestrians and sprinklers. White sprinkler head covers are located left and right of runway centerline.

Landing Runway 28

NOTE

*Landing downstream to the west is **NOT recommended**. Landings to the west should only be considered when wind or weather dictates that landing to the east would be unsafe.*

CAUTION

USFS Heliport Ops adjacent to the SE end of the airport. Activity is greatest during spring and summer months.



Straight in Landing

Straight in landings to Runway 10 or 28 are **strongly discouraged.**

WARNING

By not joining the pattern, there is increased risk of a midair collision. Your radio calls could be masked by terrain. You may not see airplanes, animals, vehicles, pedestrians or sprinklers on the runway until established on final.



Landing Abort Procedures

Runway 10 and 28

At your predetermined abort altitude, typically 200-300' AFE, begin your abort and follow the desired abort path (see map). Pick an altitude that will provide a safe abort procedure. Abort altitudes may vary for every type of aircraft and situation. 200-300' AFE is a good altitude for most aircraft.

NOTE

*You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.*



Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures. Make your initial radio calls prior to taxiing.

Departing Runway 28

West Departure-Example: “Garden Valley traffic, Cessna 20836 departing runway 28 climbing westbound”.



CAUTION

Rising terrain to the north will restrict your view of aircraft on the downwind and base legs.

Departing Runway 10 is Strongly Discouraged
Why?

1. Your takeoff path is directly toward rising terrain.
2. High density altitude conditions could make for a challenging climb to the east.

SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Garden Valley Airport during fly-ins.

Runway is not visible from all parts of the traffic pattern.

Runway 10: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Make inbound calls at least 5 miles out. State your intentions on backcountry frequency 122.9. Refer to the VFR Route Planning section of this guide.

Example: *“Garden Valley traffic, Cessna 20836 is 5 miles west of Garden Valley airport inbound at 6,000. We will enter an upwind for landing runway 10 Garden Valley”, etc.*

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 200’ AFE.
- **Common Errors:** excessive speed and/or altitude, landing long and late go-arounds.
- Formation arrivals are highly discouraged.

SAFETY ALERT

Departures



- Make your radio calls prior to taxiing. Rising terrain to the north will mask your view of downwind and base traffic.

Example: *“Garden Valley traffic Cessna 208363 is taking off runway 28 with a straight out departure to the west.”*

- Formation departures are highly discouraged.

Garden Valley Airport

Notes

- Safety is priority Number One!
- You are always responsible for your safety and the safety of those in your group.
- Mishaps, incidents, or accidents must be reported to the Boise Co. Sheriff's dispatch at (208) 392-4411, and the Boise FAA Flight Standards Office at (208) 387-4000.
- Landing traffic should clear the runway and expedite to parking.
- Use of landing lights while in the pattern is recommended.
- Consider remaining in parking until aircraft on final has landed.
- Pilot training is discouraged at Garden Valley Airport during organized fly-ins.
- Garden Valley Airport has intermittent cell phone coverage. WI-FI service is located adjacent to the pavilion.
- For flight planning services call (800-WX-BRIEF).
- Fuel is not available at Garden Valley Airport. Fuel can be delivered to Garden Valley Airport with prior arrangements.
- Be familiar with high density altitude operations.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Garden Valley Airport particularly during fly-ins.
- Non-radio equipped aircraft are not recommended during Garden Valley Airport fly-ins.
- During the spring and summer months, sprinklers are active throughout the day.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT alone could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics 208-334-8775

Lockheed Martin Flight Serv. 800-992-7433

Garden Valley Caretakers 208-462-9233

Boise County Police Dispatch 208-392-4411

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:

- Publications,
- Airport Operating Procedures

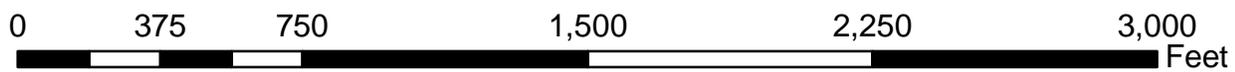
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport

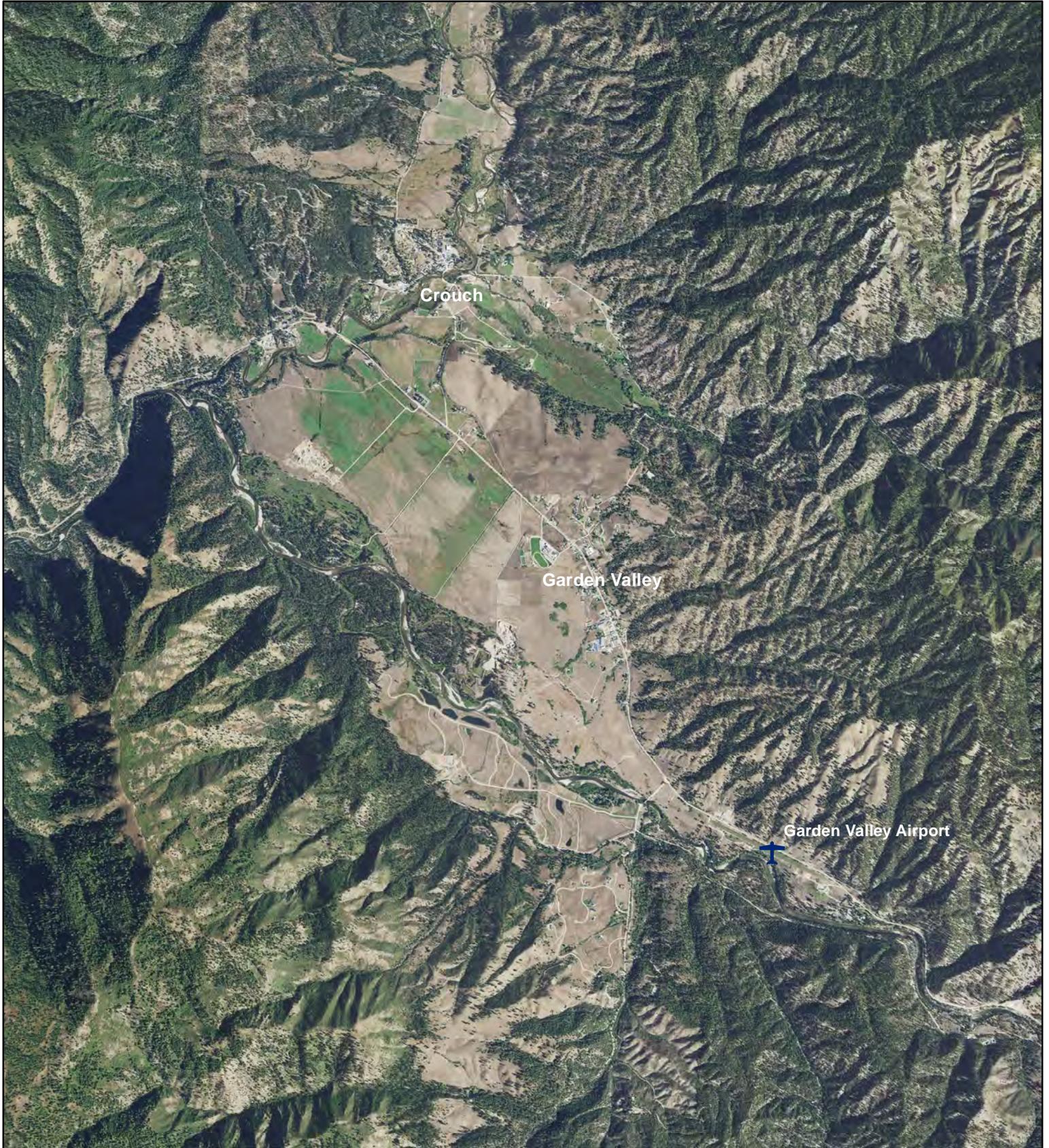


IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Garden Valley



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(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport Traffic Pattern



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(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport Abort Path





Johnson Creek (3U2)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Johnson Creek, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on the first page of this document.

These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Johnson Creek Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

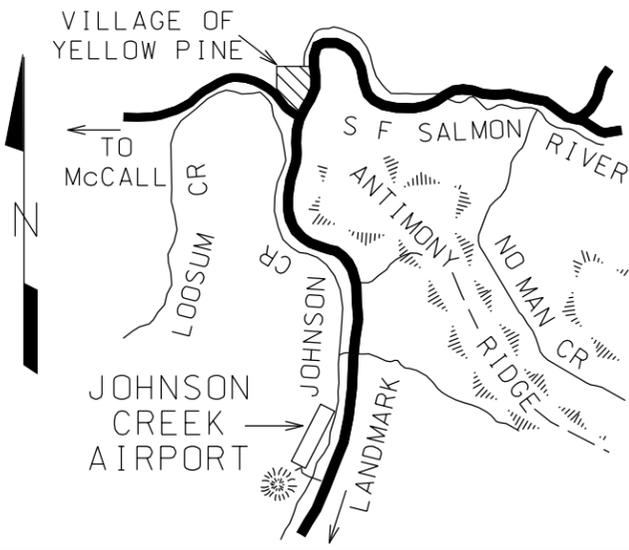
We look forward to your safe arrival at Johnson Creek Airport.

Mike Pape, Administrator
Idaho Division of Aeronautics

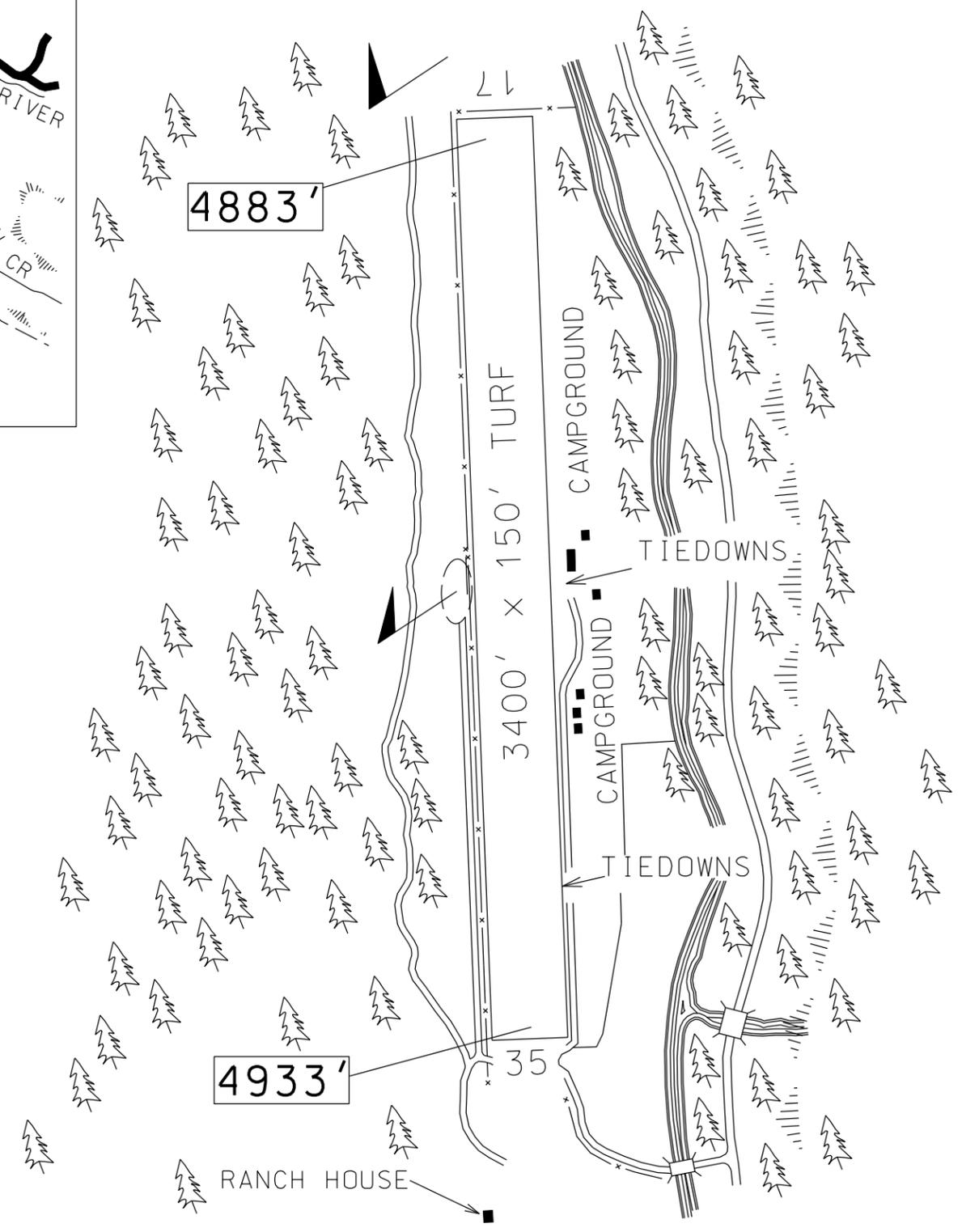


LOCATION

LAT 44° 54.73' LONG 115° 29.14'



LAYOUT



ELEVATION 4933

CTAF 122.9

LOCATION 3 MILES S OF YELLOW PINE

FUEL NO

VOR FREQ RAD NM
DNJ 116.2 055° 32.0

SERVICES TIEDOWNS, COURTESY CAR, CAMPING, FOOD & LODGING ADJACENT AREA. PHONE & WI-FI AVAILABLE. 208-633-3333 FOR CONDITIONS.

COMMUNICATIONS CTAF 122.9

MANAGER
208-334-8775, STATE OPERATED

NAV AIDS NO

LIGHTS NO

FBO(s) NO

ATTENDED NO

REMARKS NORMALLY LAND RWY 17, DEPART RWY 35. LANDINGS TO THE NORTH ARE ACCEPTABLE SHOULD CONDITIONS WARRANT. **AVOID** OVERFLYING THE RANCH HOUSE. TAKE OFF RWY 17 **STRONGLY** DISCOURAGED UNDER ANY CONDITIONS DUE TO RISING TERRAIN AND OBSTACLES. AVOID OVERFLYING THE VILLAGE OF YELLOW PINE BELOW 1000' AGL. WATCH FOR SPRINKLERS ON RWY. NO WINTER MAINTENANCE. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN.



Preflight Planning

Several times each year, Johnson Creek (3U2) has the highest concentration of aircraft among the vast network of Idaho backcountry airstrips. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAM's,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Johnson Creek without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics highly suggests that visiting pilots obtain an airport checkout before landing at Johnson Creek Airport.

The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals from the North

Landing Runway 17

Make all arrival calls by announcing your distance, direction and altitude from Johnson Creek Airport.

Maintain 1,500' above field elevation (AFE) as applicable or minimum (6,400) until established at reporting point (RP) GAP*. Announce that you are 3 miles to the north of Johnson Creek over GAP. Provide your altitude and state your intentions. *Configure your airplane to canyon maneuvering speed.*

*(GAP N44 57'23 W115 30'14) See map 3 for GAP location.

CAUTION

*There could be numerous airplanes departing and arriving just north of the airfield. Inbound traffic should fly the **west side** of the canyon along the ridge and begin a descent to a **traffic pattern altitude of 800'-1000'AFE. Single engine reciprocating aircraft use 800'.***

Enter the upwind at canyon maneuvering speed and announce your intentions. If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles and sprinklers. Conduct a standard left hand pattern that includes an upwind, crosswind, downwind, base and final. Do not overfly the Bryant house (white house) which is located on the south end of the airfield. Fly the upwind past the house and turn your crosswind south of the house. *See map 7 for preferred crosswind turn.*

Arrivals from the South

Landing Runway 17

Make all arrival calls by announcing your distance, direction and altitude from Johnson Creek Airport.

Maintain 1,500' AFE as applicable or minimum (6,400) until established at RP Wapiti Meadows*. Announce that you are 3 miles to the south of Johnson Creek over Wapiti Meadows. Provide your altitude and state your intentions. Configure your airplane to canyon maneuvering speed.

**(Wapiti Meadows N44 51'24 W115 30'31) See map 4 for location of Wapiti Meadows.*

If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles and sprinklers. Conduct a standard left hand pattern that includes an upwind, crosswind, downwind, base and final. Do not overfly the Bryant house (white house) which is located on the south end of the airfield. Fly the upwind past the house and turn your crosswind south of the Bryant house. See map 7 for preferred crosswind location.

Landing Runway 35

NOTE

*Landing downstream to the north is **NOT recommended**. This is a request from the Bryant family who provided the land on which Johnson Creek Airport is located. Landings to the north should only be considered when wind or weather dictates that landing to the south would be unsafe.*

CAUTION

Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Johnson Creek.

Straight in Landing

Straight in landings to Runway 17 are **strongly discouraged**.

WARNING

By not joining the pattern, there is increased risk of a midair collision. Your radio calls could be masked by terrain. You may not see airplanes, animals, vehicles or sprinklers on the runway until established on final.

Landing Abort Procedures

Runway 17

At your predetermined abort altitude, typically 300-500' AFE, begin your abort and follow the desired abort path. Pick an altitude that will provide a safe abort procedure and avoid overflying the Bryant house (white house). Do not fly down the center of the canyon to make a 180 degree turn. Use of this technique has contributed to accidents at Johnson Creek. Abort altitudes may vary for every type of aircraft and situation. 300-500' AFE is a good altitude for most aircraft. See map 8 for preferred abort path.

NOTE

*You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.*

Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures.

Departing Runway 35

North Departure-Example: “Johnson Creek traffic, Cessna 20836 departing to the north climbing towards Yellow Pine”.

Departing Runway 17

Strongly Discouraged

Why?

1. Your takeoff path is directly toward the Bryant house and rising terrain.
2. Southerly winds prevail in the late afternoon. Aircraft should remain on the ground until more favorable conditions exist.
3. High density altitude conditions have contributed to several accidents at Johnson Creek.

NOTE

We strongly encourage our fellow aviators to honor the Bryant’s requests and to follow the preceding recommendations.



SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Johnson Creek during fly-ins.

Runway 17: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Aircraft should: make inbound RP calls at GAP (3 miles north), and Wapiti Meadows (3 miles south). State your intentions on backcountry frequency 122.9. Refer to the VFR Route Planning section of this guide.

Example: “Johnson Creek traffic, Cessna 20836 is 3 miles south of Johnson Creek inbound at 7,000 over Wapiti Meadows. We will enter a left downwind for landing runway 17 Johnson Creek”, etc.

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 300’ AFE.
- **Common Errors:** excessive speed and/ or altitude, landing long and late go-arounds.
- Avoid over flight of the Bryant home (white house) which sits on the south end of the airport.
- Formation arrivals are highly-discouraged.

SAFETY ALERT

Departures



Do not depart RWY 17; your path is directly towards the Bryant home (white house) and rising terrain.

- Aircraft should make outbound RP calls at GAP and Wapiti Meadows. State your intentions. Refer to the VFR Route Planning section of this guide.

Example: “Johnson Creek traffic Cessna 208363 is 3 miles to the north over GAP at 6,500 departing to the west.”

- Formation departures are highly discouraged.

Johnson Creek Airport

Notes

- Safety is priority Number One!
- Mishaps, incidents, or accidents must be reported to the Valley Co. Sheriff's dispatch at (208) 382-5160 and the Boise FAA Flight Standards Office at (208) 387-4000.
- Landing traffic should clear the runway and expedite to parking.
- Use of landing lights while in the pattern is recommended.
- Consider remaining in parking until aircraft on final has landed.
- Discharging of firearms at the Johnson Creek Airport is prohibited.
- Pilot training is discouraged at Johnson Creek Airport during organized fly-ins.
- Johnson Creek airport has a phone available and WI-FI service located at the pavilion (March-September) for flight planning services (800-WX-BRIEF).
- Fuel is not available at Johnson Creek Airport. Fuel can be delivered to Johnson Creek Airport with prior arrangements.
- Be familiar with high density altitude operations.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Johnson Creek Airport particularly during fly-ins.
- Non-radio equipped aircraft are not recommended during Johnson Creek Airport fly-ins.
- You are always responsible for your safety and the safety of those in your group.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics: 208-334-8775

Lockheed Martin Flight Serv.: 800-992-7433

Johnson Creek Caretakers: 208-633-3333

Valley County Police Dispatch: 208-382-5160

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

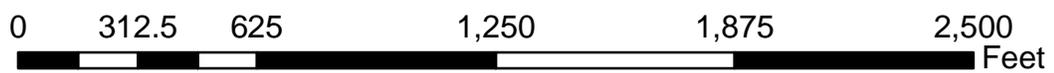
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(Recommended Airstrip Operating Procedure)



Legend

 Johnson Cr Airport



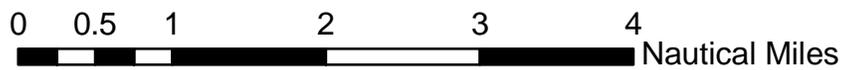
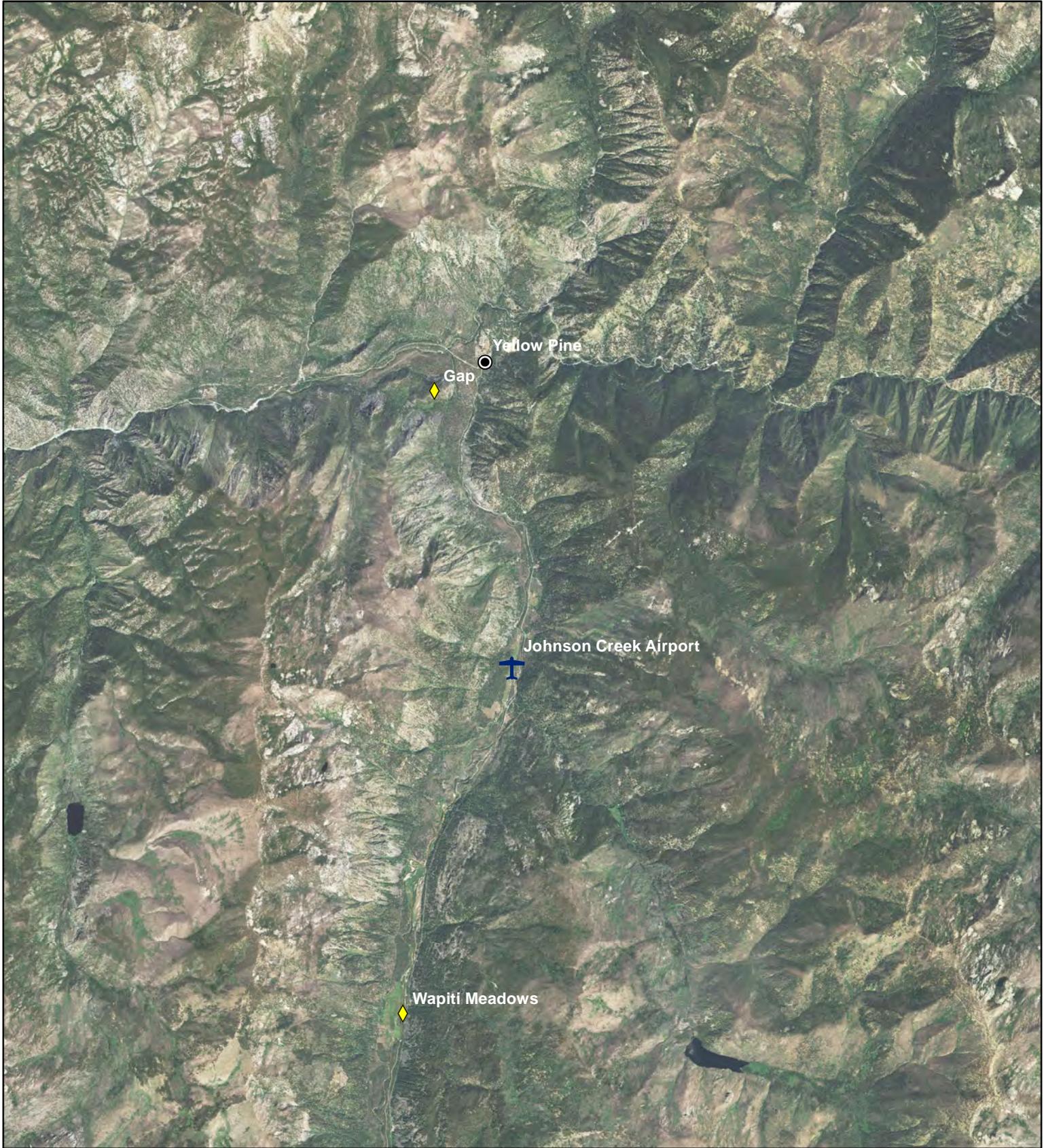
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(Recommended Airstrip Operating Procedure)



Legend

◆ Johnson Cr Airport Reporting Points



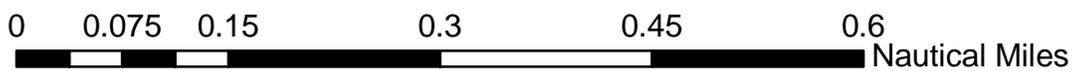
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

◆ Johnson Cr Airport Reporting Point Gap

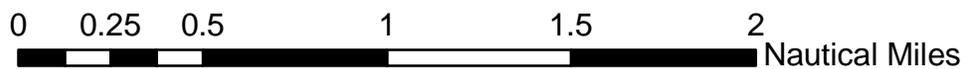
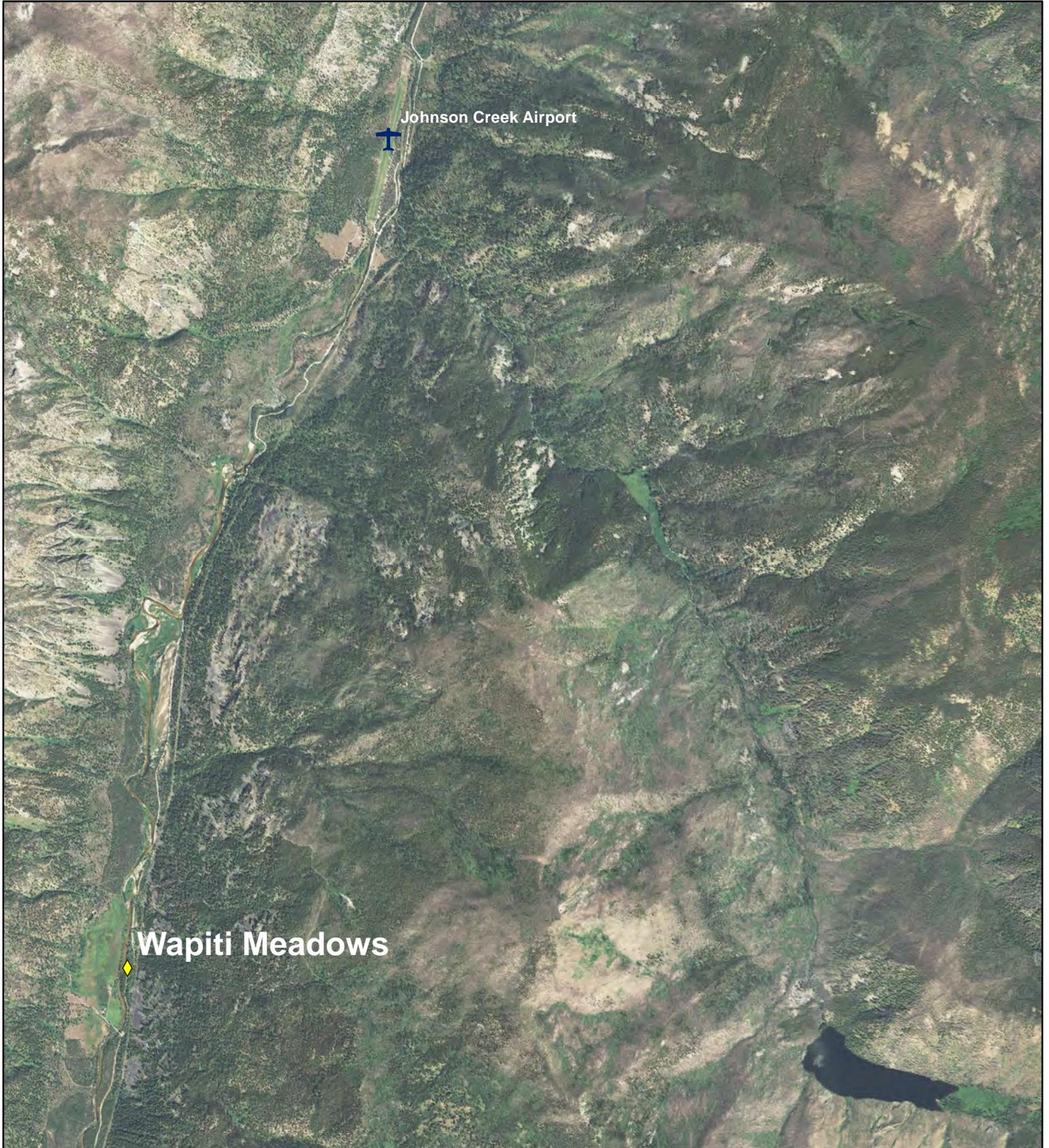


IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)



Legend

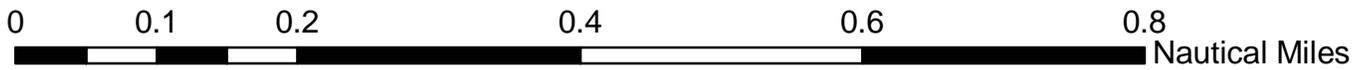
◆ Johnson Cr Airport Reporting Point - Wapiti Meadows



IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)



Legend
◆ Johnson Cr Airport Reporting Point Wapiti Meadows



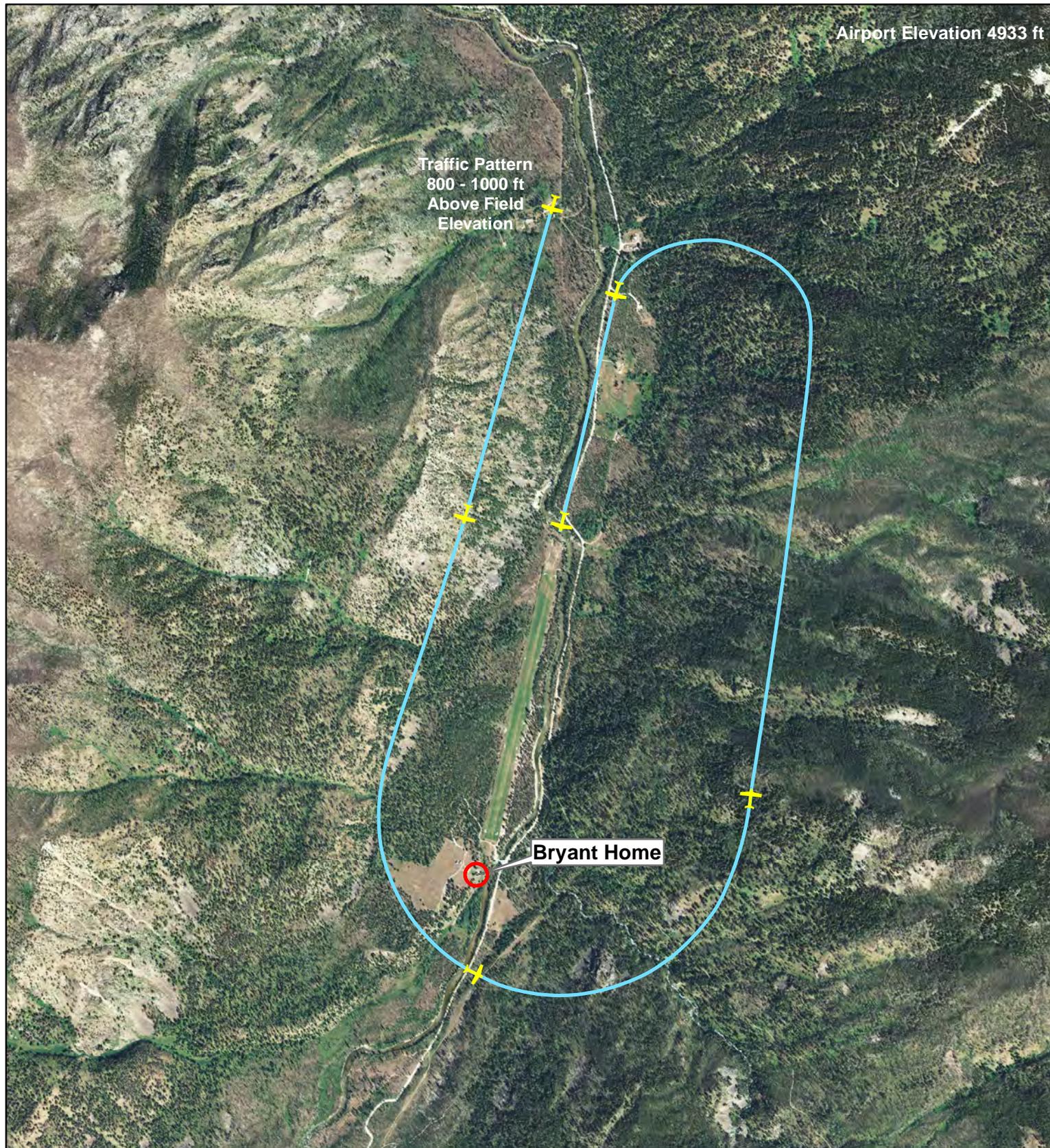
IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)

Map 6



Legend

 Johnson Cr Airport Traffic Pattern



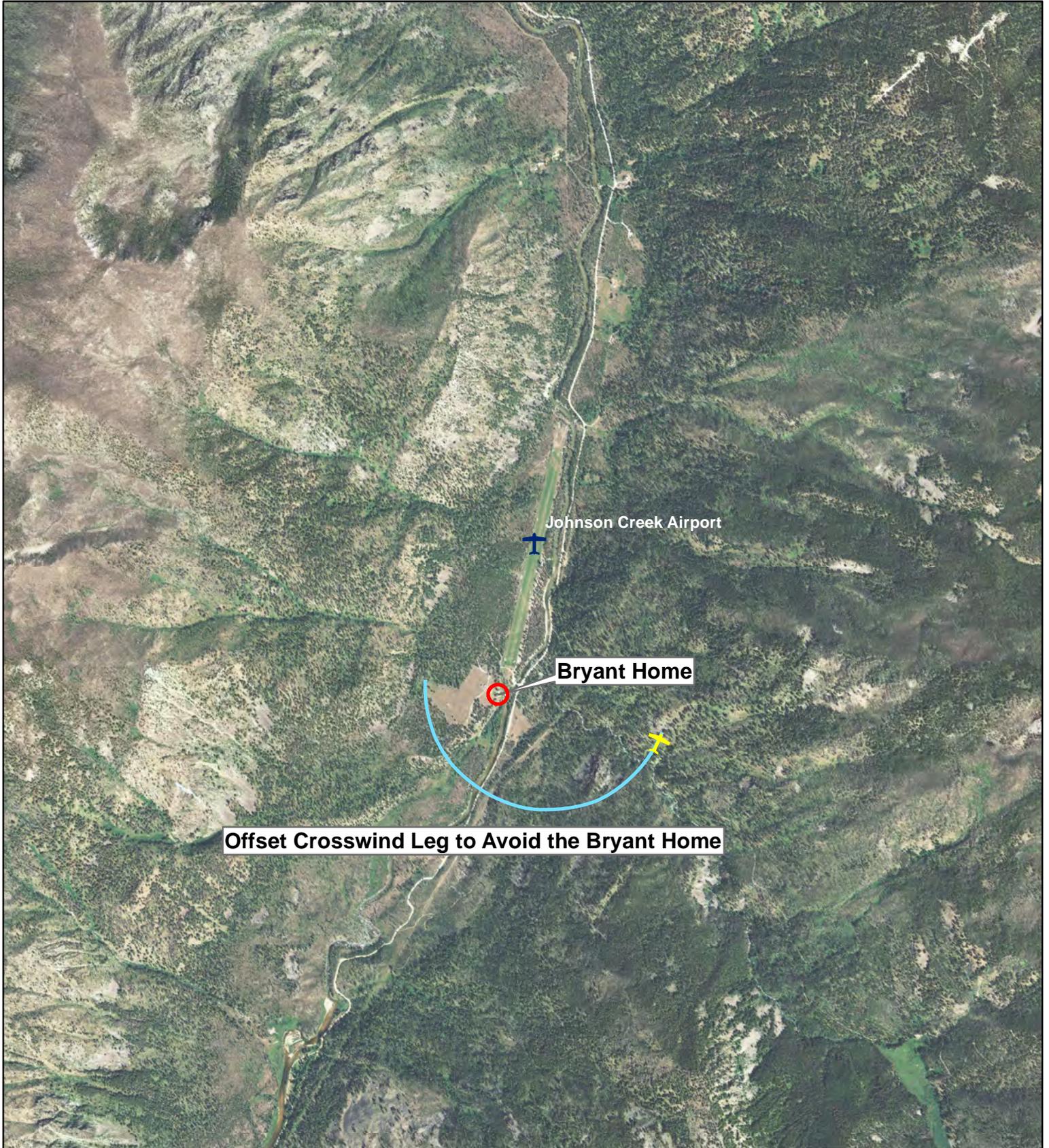
0 0.25 0.5 1
 Nautical Miles

IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)



Legend

 Crosswind Leg



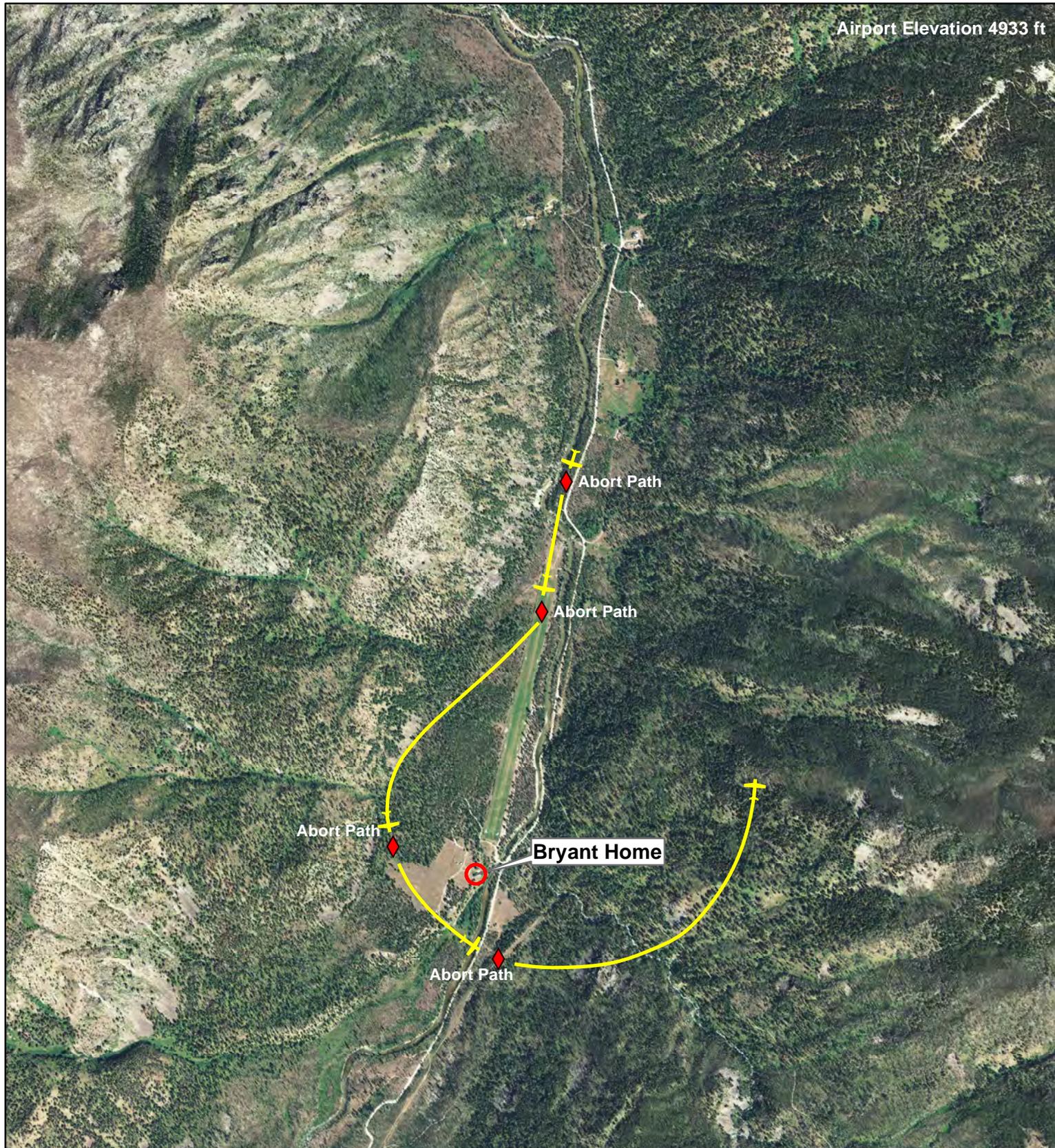
0 0.325 0.65 1.3
Nautical Miles

IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)



Legend

 Johnson Cr Airport Abort Path and Go Around





Smiley Creek (U87)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Smiley Creek, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on page 1 of this document.

These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Smiley Creek Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

We look forward to your safe arrival at Smiley Creek Airport.



Mike Pape, Administrator
Idaho Division of Aeronautics

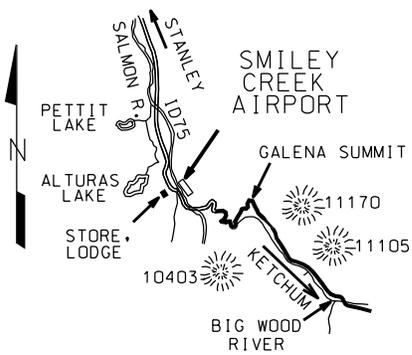


SMILEY CREEK

SMILEY CREEK

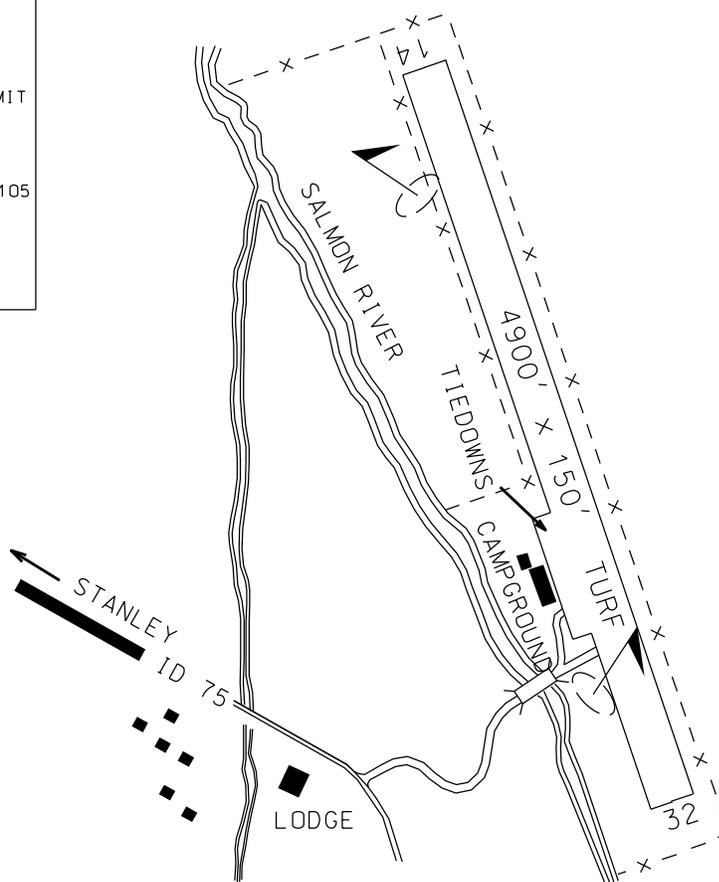
U87

LOCATION



LAT 43°54.73' LONG 114°47.76'

LAYOUT



ELEVATION 7160

CTAF 122.9

<u>LOCATION</u>	SMILEY CREEK	<u>FUEL</u>	NO
<u>VOR</u> LKT	<u>FREQ</u> 113.5	<u>RAD</u> 188°	<u>NM</u> 72.4
<u>COMMUNICATIONS</u>	CTAF 122.9	<u>SERVICES</u>	TIEDOWNS, COURTESY CAR, FOOD & LODGING ADJACENT AREA, CAMPGROUND. SHOWERS AND PHONE AVAILABLE WHEN ATTENDED. WI-FI AVAILABLE AT LODGE.
<u>NAV AIDS</u>	NO	<u>MANAGER</u>	208-334-8775, STATE OPERATED 208-774-2984 (AIRPORT)
<u>LIGHTS</u>	NO	<u>FBO(s)</u>	NO
<u>ATTENDED</u>	NO		

REMARKS NORMALLY LAND RWY 14, DEPART RWY 32 . CHECK AIRCRAFT PERFORMANCE FOR HIGH DENSITY ALTITUDE. BE ALERT FOR SPRINKLER STAND PIPES ON EDGE OF RWY. RWY 14-32 EDGES AND THRESHOLDS MARKED WITH WHITE ROCK. NO WINTER MAINTENANCE.



Preflight Planning

Smiley Creek (U87) is part of the vast network of Idaho backcountry airstrips. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAMs,
- backcountry operations,
- Idaho mountain flying tips,
- **density altitude calculations**,
- common courtesies,
- backcountry etiquette,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Smiley Creek without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics strongly recommends that visiting pilots obtain an airport checkout before landing at Smiley Creek Airport. The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals

Landing Runway 14

It is **recommended** that you land runway 14, wind permitting. Make your initial arrival call on 122.9 at least 5 miles from Smiley Creek Airport. Announce your distance, direction and altitude from Smiley Creek Airport. Maintain 1500' above field elevation (AFE) as applicable or minimum (8650). *Configure your airplane to canyon maneuvering speed. Begin a descent to a traffic pattern altitude of 1000' AFE.*

(Smiley Creek Airport) N43 54'73 W114 47'76

CAUTION

There could be numerous airplanes departing and arriving north of the airfield. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Smiley Creek Airport.

If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles, pedestrians and sprinklers. Conduct a standard left-hand pattern that includes an *upwind, crosswind, downwind, base and final*. Be alert for sprinkler stand pipes on edge of runway and sprinkler heads in parking area.

Landing Runway 32

NOTE

*Landing downstream to the north is **NOT recommended**. Landings to the north should only be considered when wind or weather dictates that landing to the south would be unsafe.*

WARNING

*Be familiar with your aircrafts performance characteristics for **high density altitude operations**. Example: PA of 7000 and OAT of 30C = Density Altitude of 10,480'.*

See Density Altitude Chart - Appendix A



Straight in Landing

Straight in landings to Runway 14 or 32 are **strongly discouraged**.

WARNING

By not joining the pattern, there is increased risk of a midair collision.

Landing Abort Procedures

Runway 14 and 32

At your predetermined abort altitude, typically 200-300' AFE, begin your abort and follow the desired abort path (see map). Pick an altitude that will provide a safe abort procedure. Abort altitudes may vary for every type of aircraft and situation. 200-300' AFE is a good altitude for most aircraft.

NOTE

*You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.*



Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures. Make your initial radio call on 122.9 prior to taxiing. Landing traffic always have the right of way.

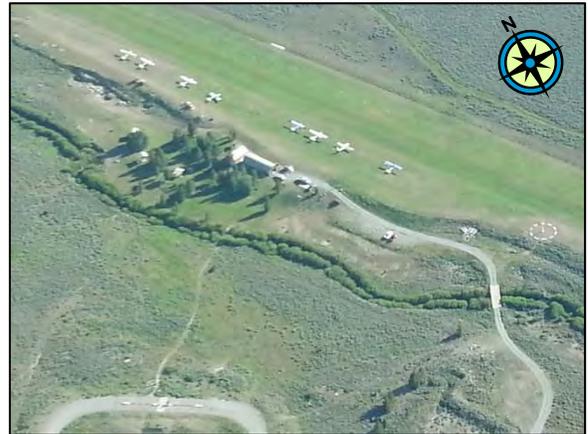


Departing Runway 32

North Departure-Example: “Smiley Creek traffic, Cessna 20836 departing runway 32 climbing north bound”.

Departing Runway 14 is **Strongly Discouraged** *Why?*

1. Your takeoff path is directly toward rising terrain.
2. You may encounter strong downdrafts.
3. High density altitude conditions have contributed to accidents at Smiley Creek.



CAUTION

Southerly winds prevail mid-morning through the afternoon. Aircraft should remain on the ground until more favorable conditions exist.



SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Smiley Creek Airport during fly-ins

Runway 14: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Make inbound calls at least 5 miles out. State your intentions on backcountry frequency 122.9. Keep communications brief and concise. Refer to the VFR Route Planning section of this guide.

Example: *“Smiley Creek traffic, Cessna 20836 is 5 miles northwest of Smiley Creek airport inbound at 9500. We will enter an upwind for landing runway 14 Smiley Creek”, etc.*

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 200' AFE.
- **Common Errors:** excessive speed and/or altitude, landing long and late go-arounds.
- Formation arrivals are highly discouraged.

SAFETY ALERT

Departures

Be familiar with high density altitude operations. Use full runway for takeoff.

- Make a radio call on 122.9 prior to taxiing.

Runway 32: Preferred runway for departure towards descending terrain.

Example: *“Smiley Creek traffic Cessna 20836 is taxiing for runway 32 north departure Smiley Creek.”*

- Formation departures are highly discouraged.



Smiley Creek Airport

Notes

- Safety is priority Number One!
- You are always responsible for your safety and the safety of those in your group.
- Mishaps, incidents, or accidents must be reported to the Blaine Co. Sheriff's dispatch at (208) 788-5555, and the Boise FAA Flight Standards Office at (208) 387-4000.
- Be very familiar with high density altitude operations.
- Use of landing lights while in the pattern is recommended.
- Keep radio communications brief and concise. No excessive chatter.
- Landing traffic should clear the runway and expedite to parking.
- Sprinkler heads located in parking area
- Consider remaining in parking until aircraft on final has landed.
- Pilot training is discouraged at Smiley Creek Airport during organized fly-ins.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Smiley Creek Airport.
- Fuel is not available and no winter maintenance.
- Non-radio equipped aircraft are not recommended during Smiley Creek Airport fly-ins.
- Wi-Fi service available at the lodge.
- Webcams facing northwest/southeast are accessible at www.idahoaviation.com/webcams.php
- During the summer months, sprinklers are active throughout the day.
- Camping located west side adjacent runway.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT alone could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.
- Fly neighborly over town.

Important Phone Numbers

Idaho Division of Aeronautics 208-334-8775

Lockheed Martin Flight Service 800-992-7433

Blaine County Police Dispatch 208-788-5555

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:

- Publications,
- Airport Operating Procedures

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Smiley Creek Airport

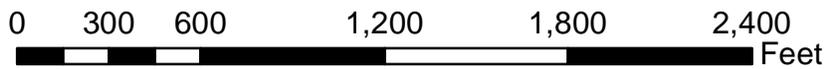
Airport Elevation 7160 ft



Smiley Creek Airport

Campground

Lodge



IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Smiley Creek Airport



IDAHO DIVISION OF AERONAUTICS (Recommended Airstrip Operating Procedure)



Legend

 Smiley Creek Airport Traffic Pattern



0

0.25

0.5

1

Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Smiley Creek Airport Abort Path



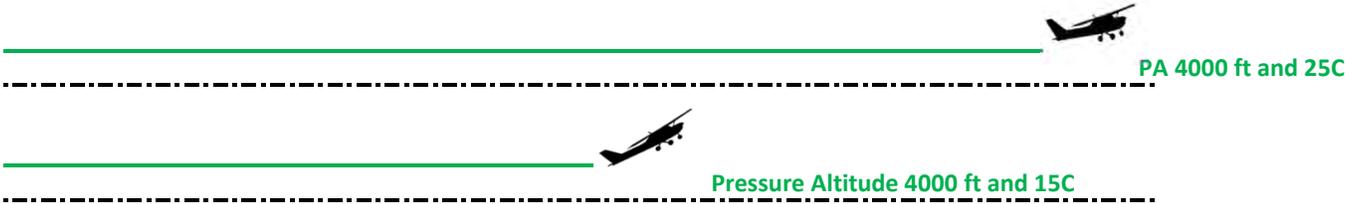
DENSITY ALTITUDE:

Have you checked your performance today?

(PA)	(OAT) Outside Air Temperature								
	0C	5C	10C	15C	20C	25C	30C	35C	40C
<i>* Pressure Altitude Ft.</i>									
2000				2480	3080	3680	4280	4880	5480
3000			3120	3720	4320	4920	5520	6120	6720
4000			4360	4960	5560	6160	6760	7360	7960
5000		5000	5600	6200	6800	7400	8000	8600	9200
6000		6240	6840	7440	8040	8640	9240	9840	10440
7000		7480	8080	8680	9280	9880	10480	11080	11680
8000	8120	8720	9320	9920	10520	11120	11720	12320	12920

Density Altitude (in red)

Rule of Thumb: For every 1 degree C, Density Altitude increases 120ft



How will a hot and humid day affect your airplane?

- It will increase your take-off distance
- It will reduce your climb performance
- It will increase your landing distance

Refer to the performance section in your airplanes Pilot Operating Handbook (POH)

Enjoy your flight in Idaho.....safely!

Always Safety First!

*Density Altitude Calculator
Derived from US National Weather Service Formula*

**Obtain PA at airport by setting 2992 in the Kollsman window of the aircraft altimeter*

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