

Johnson Creek (3U2)

Recommended Standard Operating Procedures



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.

Idaho Division of Aeronautics





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

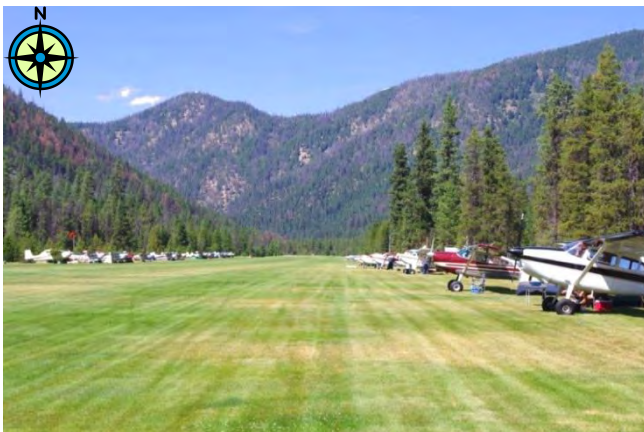
Strongly Discouraged

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 quite.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics 208-334-8775

Lockheed Martin Flight Serv. 800-992-7433

Valley County Police Dispatch 208-382-5160

Caretakers 208-633-3333

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:


- Publications,
- Airport Operating Procedures

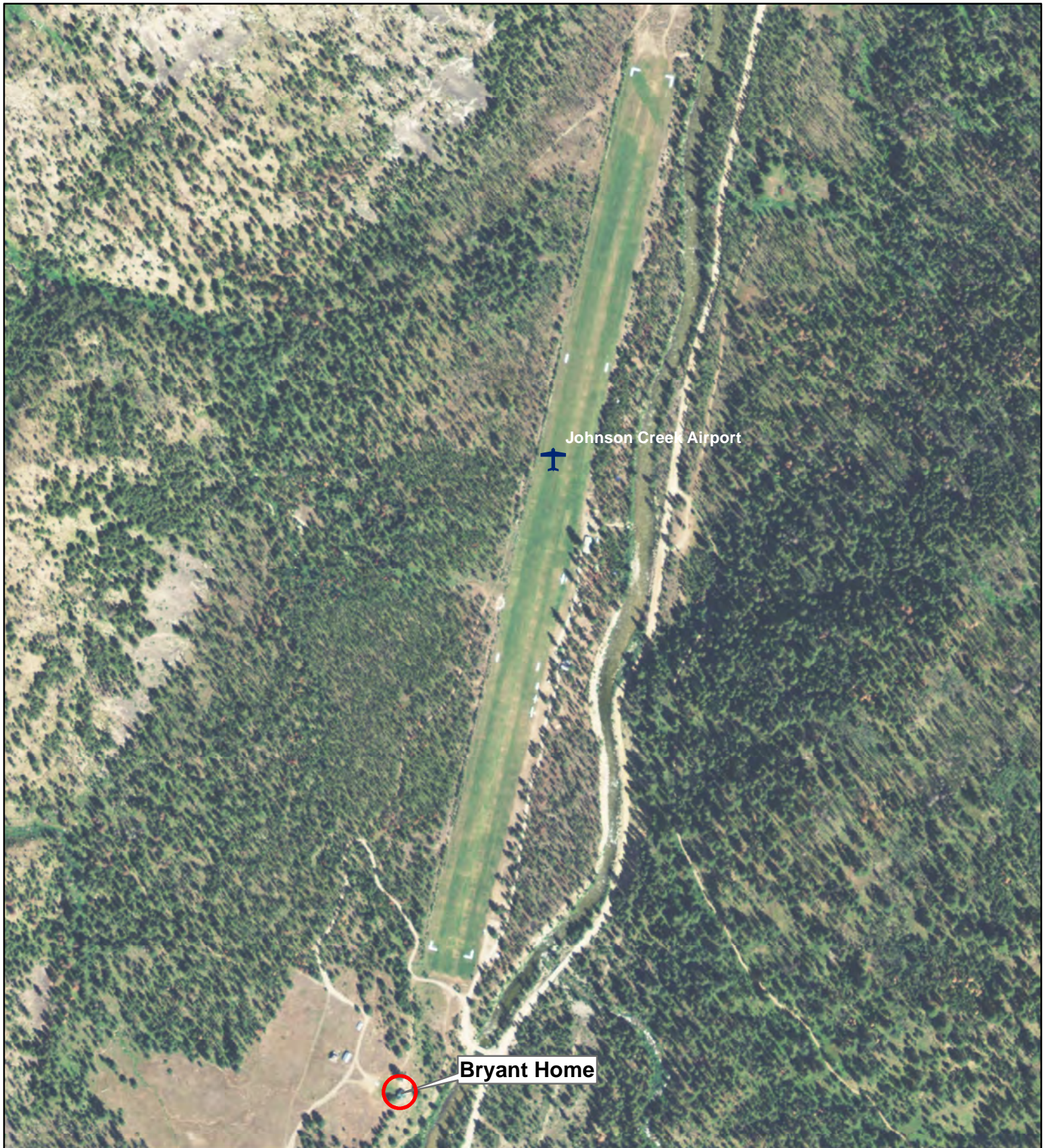
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Johnson Cr Airport



0 312.5 625 1,250 1,875 2,500 Feet

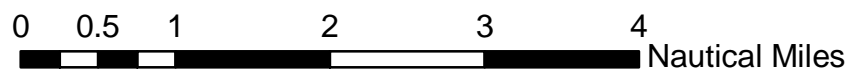
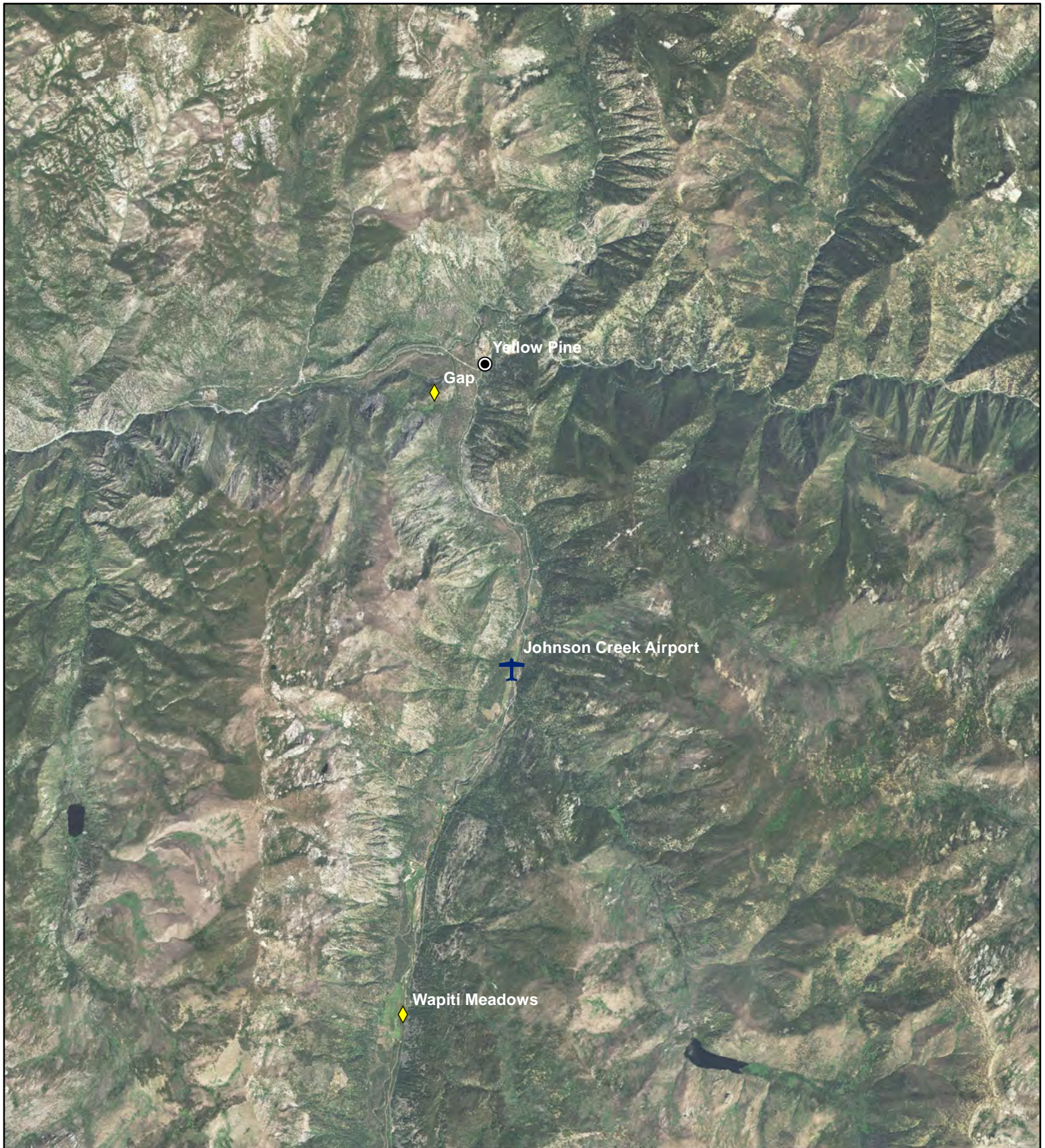
IDAHO DIVISION OF AERONAUTICS

(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



0 0.075 0.15 0.3 0.45 0.6 Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

◆ Johnson Cr Airport Reporting Point - Wapiti Meadows



0 0.25 0.5 1 1.5 2 Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

◆ Johnson Cr Airport Reporting Point Wapiti Meadows




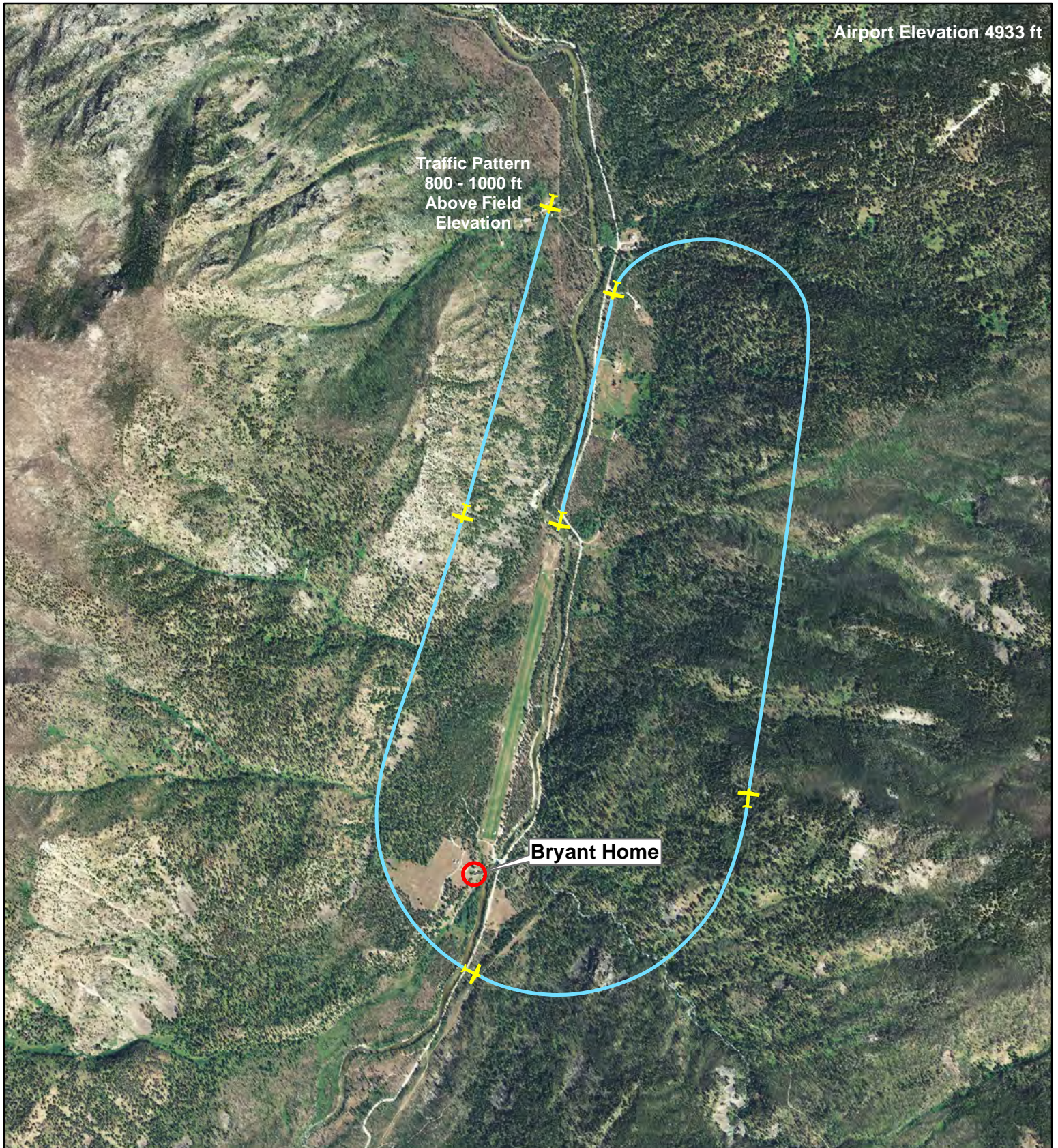
0 0.1 0.2 0.4 0.6 0.8
Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Legend

 Johnson Cr Airport Traffic Pattern




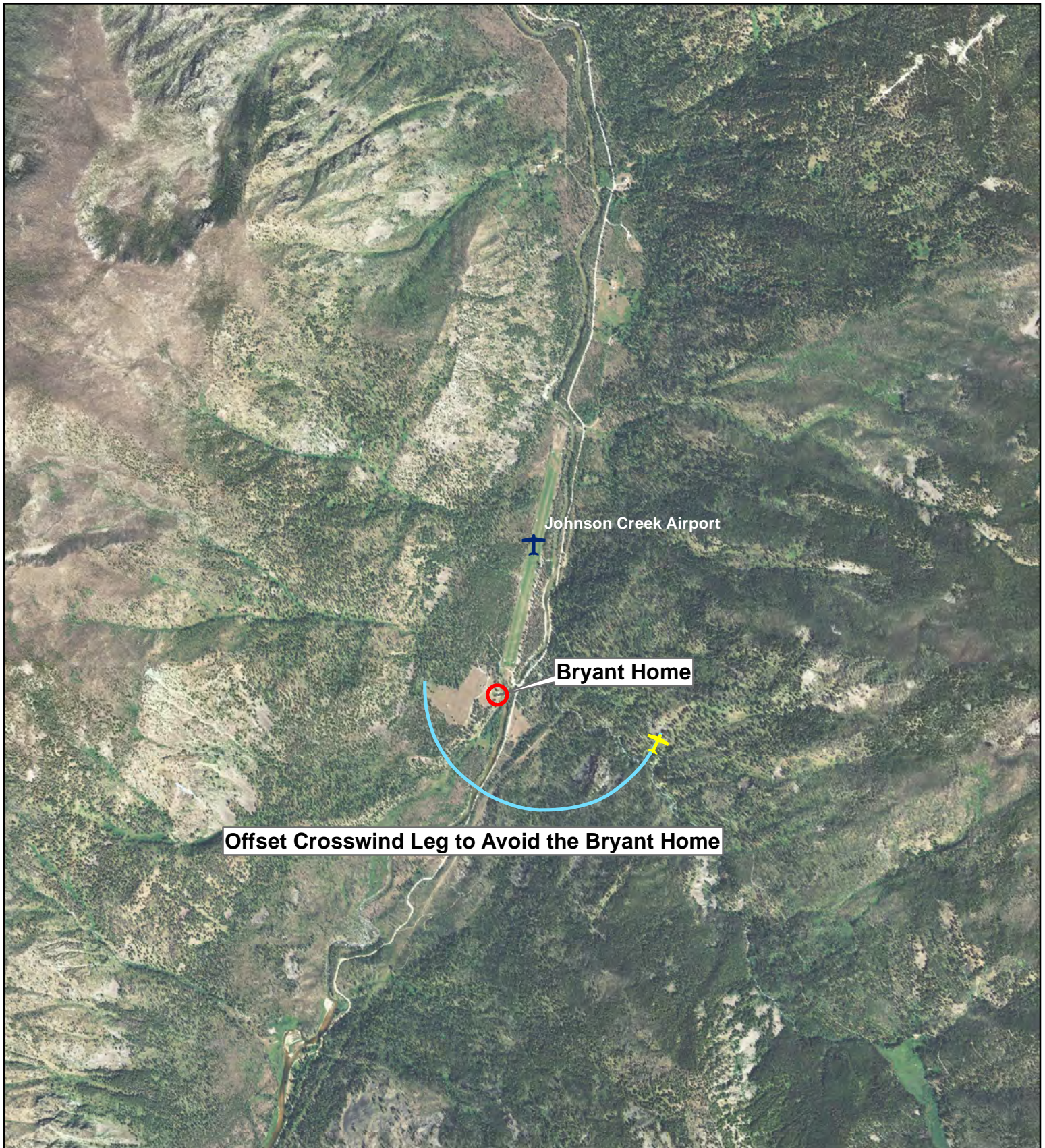
0 0.25 0.5 1
 Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Legend

 Crosswind Leg



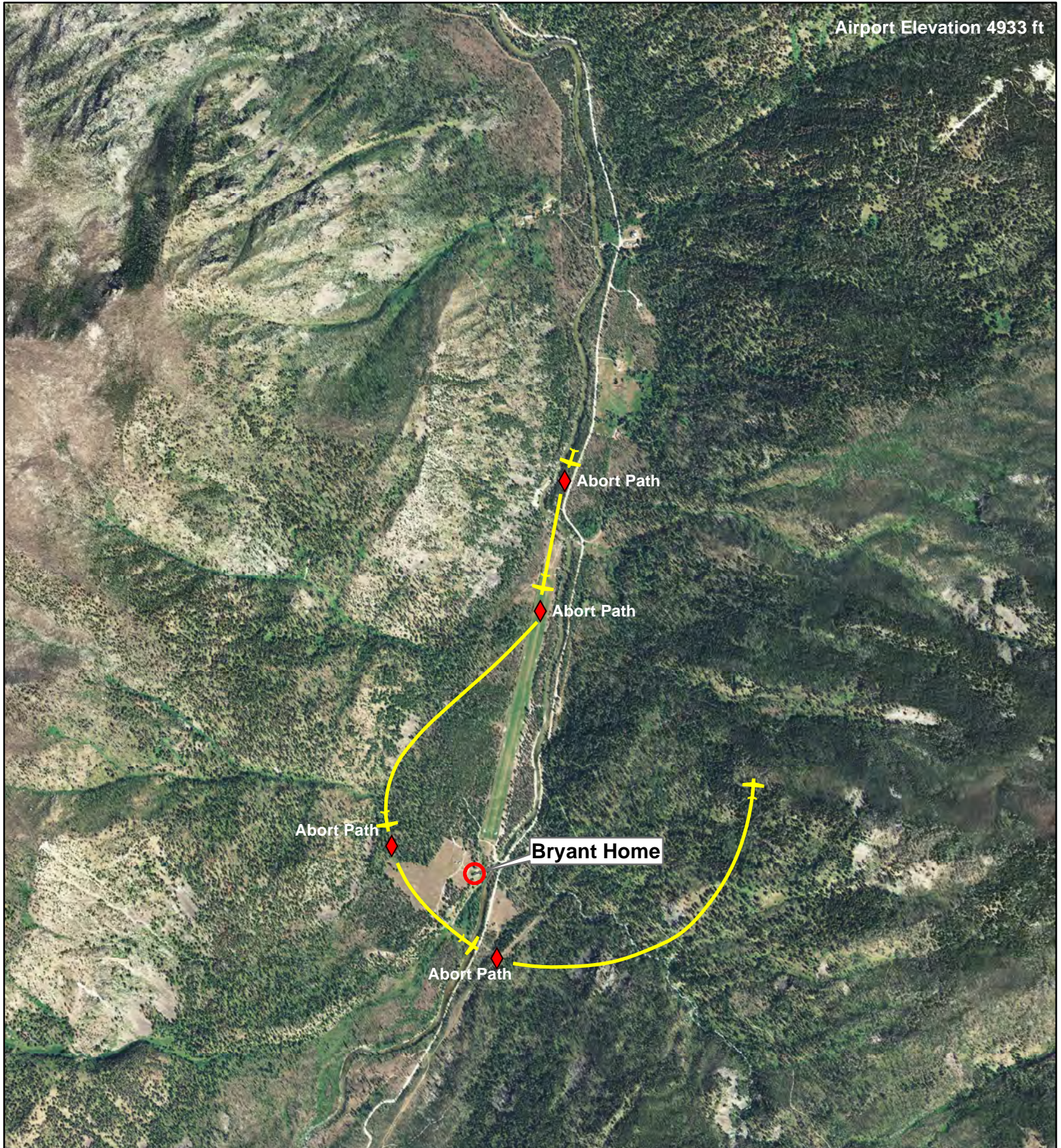
0 0.325 0.65 1.3
Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Legend

✈️ ♦ Johnson Cr Airport Abort Path and Go Around



0 0.25 0.5 1 Nautical Miles

DENSITY ALTITUDE:

Have you checked your performance today?

(OAT) Outside Air Temperature									
(PA)	0C	5C	10C	15C	20C	25C	30C	35C	40C
* Pressure Altitude Ft.									
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*



Idaho Division of Aeronautics

3483 Rickenbacker St.

Boise, ID 83705

208-334-8775

Fax: 208-334-8789