Cavanaugh Bay (66S)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics
October, 2020

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.

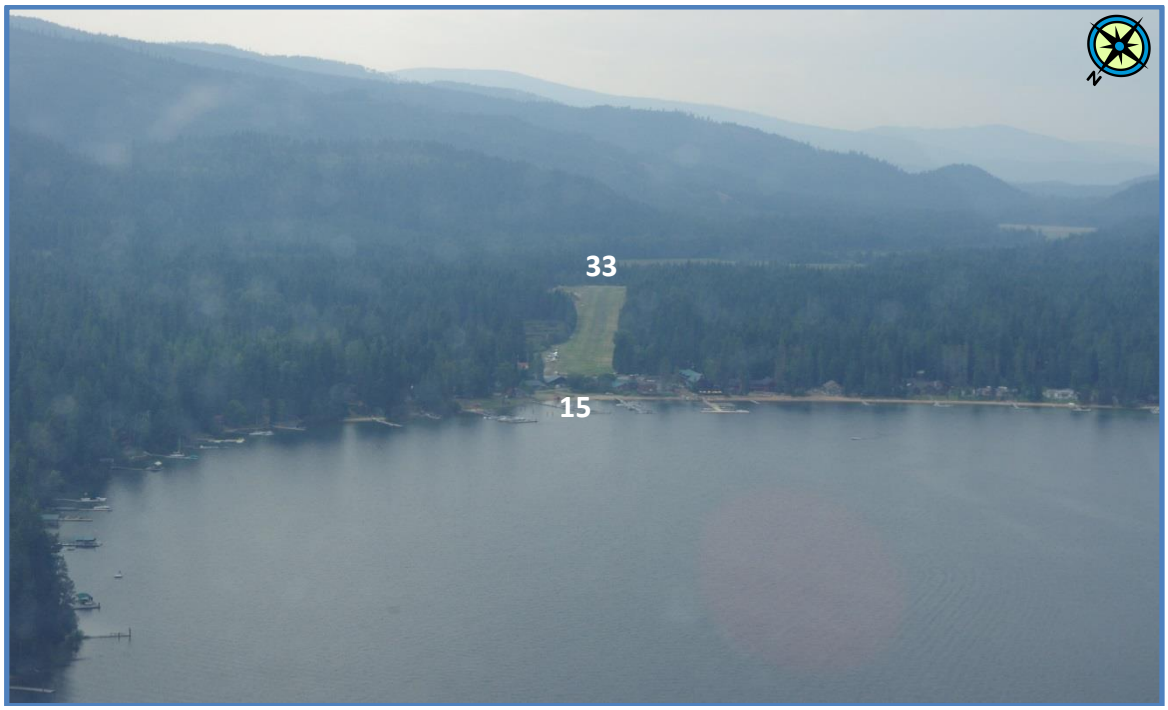
At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal 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.

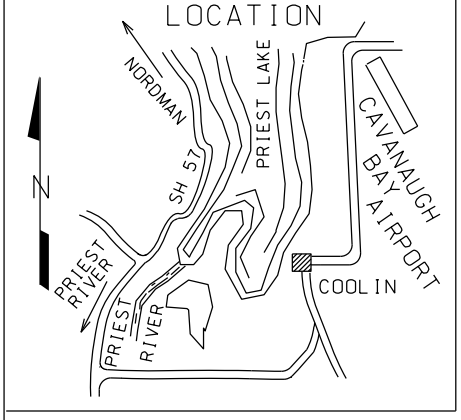
These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Cavanaugh Bay Airport. These include proper planning, communications, traffic 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.

Idaho Division of Aeronautics



CAVANAUGH BAY COOLIN 66S



LAT 48°31.12′ LONG 116°49.33′

LAYOUT

ELEVATION 2484

CTAF 122.9

LOCATION 3 MILES N OF COOLIN

VOR	FREQ	RAD	NM
COE	108.8	340°	44.5

COMMUNICATIONS CTAF 122.9

NAV AIDS NO

LIGHTS NO

ATTENDED NO

FUEL NO

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

MANAGER
208-334-8775, STATE OPERATED

FBO(s)
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.
FIRST 800′ RWY 15 AND TIEDOWNS SUBJECT TO SPRING FLOODING.
CAUTION: WATCH FOR SPRINKLERS ON RWY. NO WINTER MAINTENANCE.
* Get recommended operating procedures :
www.itd.idaho.gov/aero click publications

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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 right-hand 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

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:

- Publications,
- Airport Operating Procedures

DENSITY ALTITUDE:

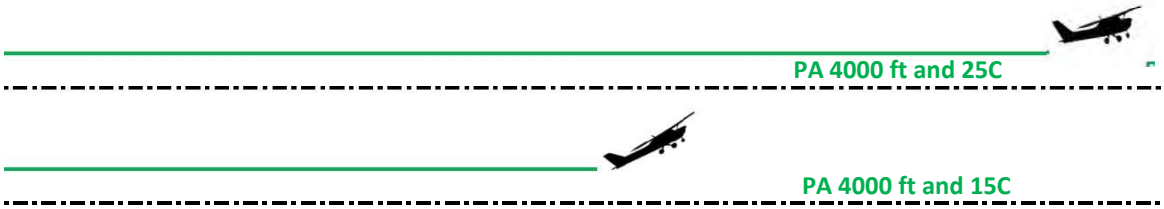
Have you checked your performance today?

(OAT) Outside Air Temperature

*(PA) *Pressure Altitude Ft.	OC	5C	10C	15C	20C	25C	30C	35C	40C
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

1390 W Gowen Road

Boise, ID 83705

208-334-8775

www.itd.idaho.gov/aero