

Garden Valley (U88)

Recommended Standard Operating Procedures



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.

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 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.

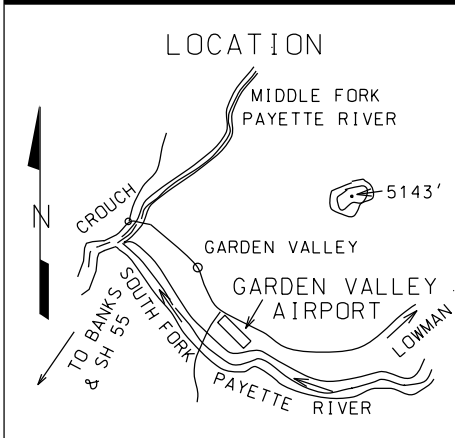
We look forward to your safe arrival at Garden Valley Airport.

Idaho Division of Aeronautics

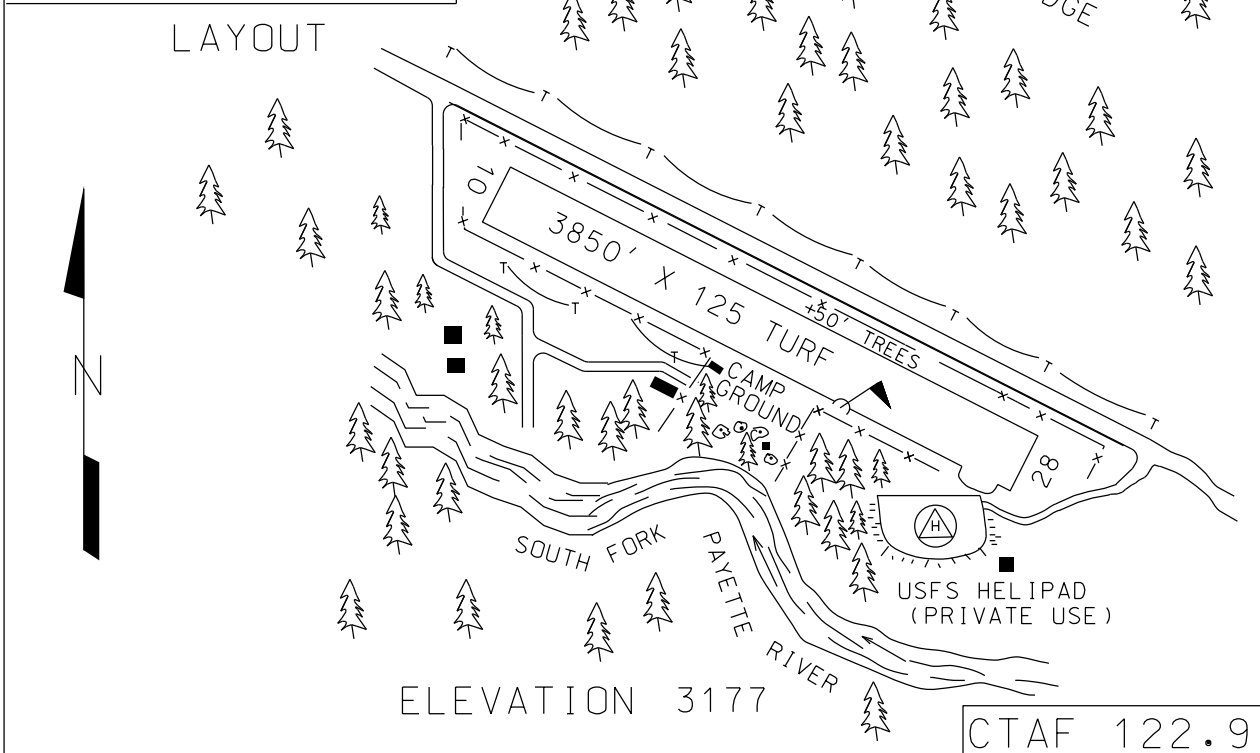


GARDEN VALLEY

U88



LAT 44° 04.02' LONG 115° 55.88'



LOCATION 2 MILES SE OF GARDEN VALLEY

FUEL NO

VOR FREQ RAD NM
 BOI 113.3 004° 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
 CARETAKER ON FIELD 208-462-6063
FBO(s) NO

NAV AIDS NO

LIGHTS NO

ATTENDED NO

REMARKS

CAUTION: USFS HELIPORT 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

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
Caretaker:	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

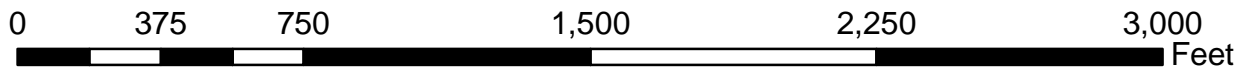
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport

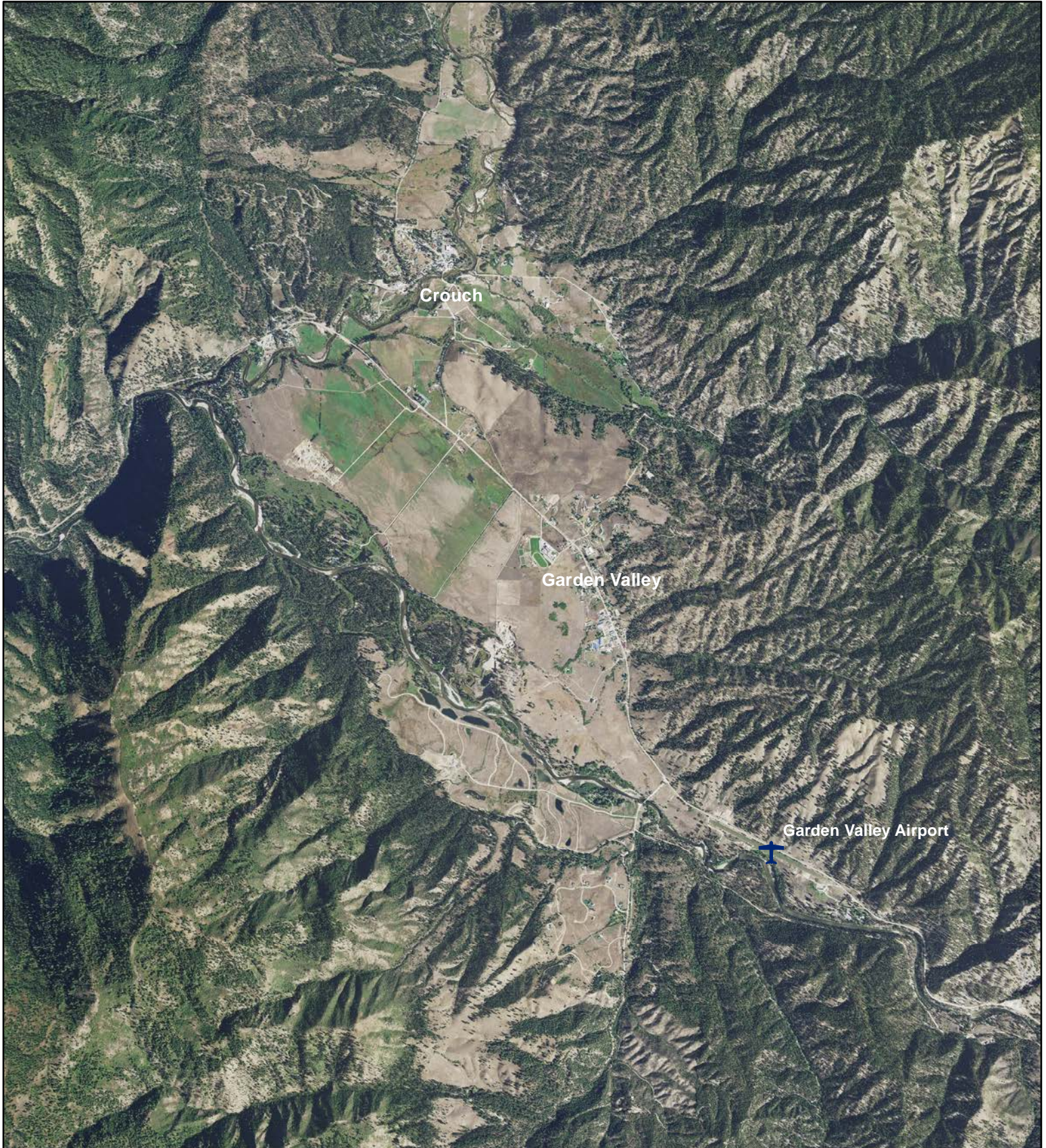


IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Garden Valley



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(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport Traffic Pattern



Airport Elevation 3177 ft

Garden Valley High School

Gravel Pit

Blue Storage Sheds

Traffic Pattern
1000 ft above
field elevation

0 0.375 0.75 1.5 Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport Abort Path



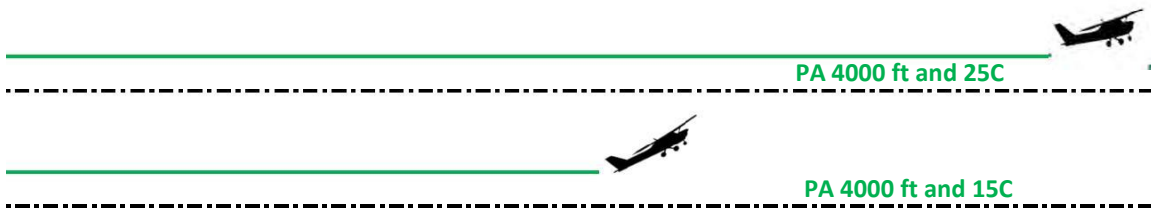
DENSITY ALTITUDE:

Have you checked your performance today?

	<i>(OAT) Outside Air Temperature</i>								
<i>(PA)</i>	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*



Idaho Division of Aeronautics

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Boise, ID 83705

208-334-8775

www.itd.idaho.gov/aero