

Stanley (2U7)

Recommended Standard Operating Procedures



Introduction

Welcome to Stanley, 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.

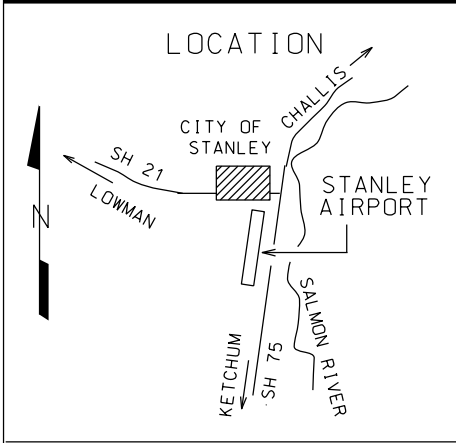
The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on the first page of this document.

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 Stanley 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.

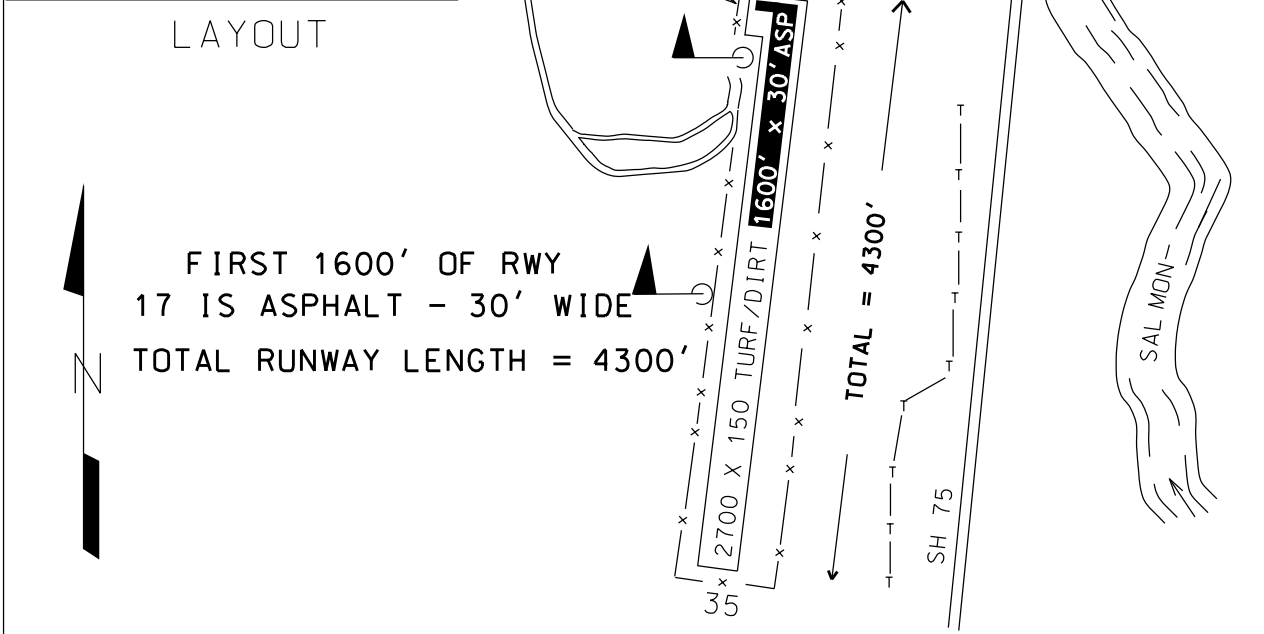
We look forward to your safe arrival at Stanley Airport.

Idaho Division of Aeronautics





LAT 44° 12.51' LONG 114° 56.07'



ELEVATION 6403

CTAF 122.9

LOCATION 1 MILE SE OF STANLEY

FUEL NO

VOR FREQ RAD NM
 LKT 113.5 200° 61.0

SERVICES
 CHARTER, FOOD AND LODGING IN TOWN

COMMUNICATIONS CTAF 122.9

NAV AIDS NO

MANAGER
 208-334-8775, STATE OPERATED

LIGHTS NO

FBO(s)

ATTENDED NO

REMARKS NORMALLY LAND RWY 35, DEPART RWY 17. NO WINTER MAINTENANCE. NUMEROUS AIR TAXI OPERATIONS DURING SUMMER MONTHS.

Preflight Planning

Stanley (2U7) is part of the vast network of Idaho backcountry airstrips. This mountain valley airstrip sits 68nm NE of the Boise Airport. Normal landing is to the north and takeoff to the south. Careful reading and adherence to the procedures in this manual are essential to maintaining 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 Stanley 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 Stanley 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 35

Make your initial arrival call at least 5 miles from Stanley Airport. Announce your distance, direction and altitude from Stanley Airport. Maintain



1,500' above field elevation (AFE) as applicable or minimum (7,900).

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

(Stanley Airport) N44 12.31 W114 56.04

CAUTION

There could be numerous air taxi airplanes departing and arriving during summer months. Pay particular attention when heading toward Indian Creek. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Stanley Airport.

Note: No fuel available!

WARNING

Do not attempt to touch down on the pavement when landing to the north as the paved portion is short.

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.*

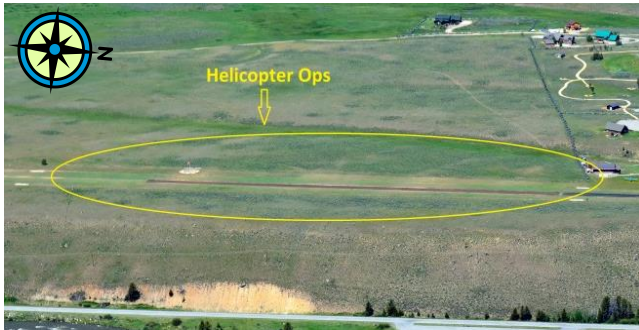
Observe the airfield for obstacles and hazards such as airplanes, animals, vehicles and pedestrians.

Landing Runway 17



CAUTION

Helicopter operations adjacent to the windsock area of the airport. Activity is greatest during spring and summer months.



There could be numerous air taxi airplanes departing and arriving during summer months. Pay particular attention when heading toward Indian Creek. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Stanley Airport.

Note: No fuel available!

WARNING

When winds are from the south expect a downdraft on final.



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 and pedestrians.

Straight in Landing

Straight in landings to Runway 17 or 35 are **strongly discouraged**.

WARNING

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



*View of arrival from southeast.

Landing Abort Procedures

Runway 17 and 35

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

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 17

West Departure-Example: “Stanley traffic, Cessna 20836 departing runway 17 climbing westbound.”

CAUTION

When taxiing in the north ramp area, be **very** careful to use as little power as possible to minimize dust.

Departing Runway 35

Northeast Departure-Example: “Stanley traffic, Cessna 20836 departing runway 35 climbing northeast.”

NOTE

At the north end of the field there is a trail to walk to town. This trail takes 5 minutes but is steep. You can also walk the road leading to the airport from town. This takes 15 minutes. In town you will find places to dine, shop and spend the night.

SAFETY ALERT

Arrivals

Be alert for numerous Air Taxi and helicopter operations and during summer months.

Runway 35: Prior to making your base to final turn, be sure to scan the final for any departing or

straight-in traffic. Straight-in traffic procedures are **strongly discouraged**.

WARNING

Do not attempt to try and touchdown on the pavement when landing to the north as the paved portion is short.



- Normally land Runway 35: make inbound radio position calls when arriving. State your intentions on backcountry frequency 122.9. Refer to the VFR Route Planning section of this guide.

Example: “Stanley traffic, Cessna 20836 is 4 miles northwest of Stanley inbound at 8,000. We will enter a left downwind for landing Runway 35 Stanley,” 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.

Departures

CAUTION

Dust is a major issue. Please minimize the amount of power used until on takeoff roll on the Runway. Only the first 1600' of Runway 17 is paved.



- Aircraft should make outbound radio position calls. State your intentions. Refer to the VFR Route Planning section of this guide.

Example: “Stanley traffic Cessna 208363 is 3 miles to the southeast at 9,500 departing to the southeast.”

- Formation departures are **strongly discouraged**.

Stanley Airport Notes

- Safety is priority Number One!
- Mishaps, incidents, or accidents must be reported to the Custer County Sheriff dispatch at (208) 879-2232 and the Boise FAA Flight Standards Office at (208) 387-4000.
- Landing traffic should make sure to 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 Stanley Airport during heavy Air Taxi operations.
- Stanley airport has cell phone coverage, for flight planning services (800-WX-BRIEF).

- Fuel is not available at Stanley Airport.
- Be familiar with high density altitude operations – see Density Altitude chart in back of this publication for further information.
- Aerobatic maneuvers, formation flying, and low passes are all strongly discouraged over Stanley Airport.
- Non-radio equipped aircraft should stay alert to heavy traffic.
- 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! The purchase of a 406 ELT, Personal Locator Beacon (PLB) or SPOT can help expedite the initiation of a search.

Common Courtesy

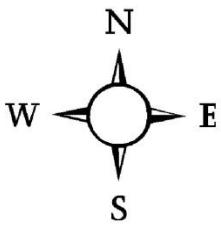
- Be considerate of other users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics:	208-334-8775
Lockheed Martin Flight Serv.:	800-992-7433
Custer County Police Dispatch:	208-879-2232

Download the latest version of this SOP:

www.itd.idaho.gov/aero

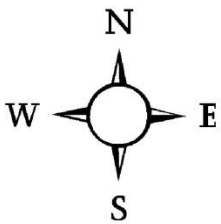


IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Stanley Airport





IDAHO DIVISION OF AERONAUTICS

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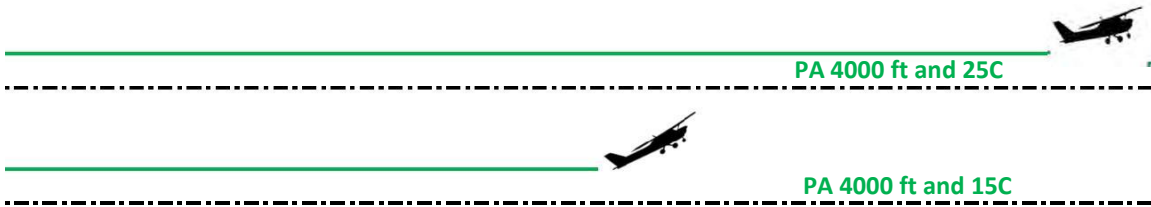
DENSITY ALTITUDE:

Have you checked your performance today?

(PA)	(OAT) Outside Air								
	Temperature								
	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

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Boise, ID 83705

208-334-8775

www.itd.idaho.gov/aero