

SKIWAY / SKI LANDING AREA MARKING CERTIFICATION & ARA FLYABILITY CHECK

Location ICAO SWY / SLA
Date/Time Ground Team Members or;
Aircraft Commander / Navigator

SKIWAY / SKI LANDING AREA MARKING AND SURFACE INSPECTION

Complete Sections 1 (For Skiway) or 2 (For Ski Landing Area) and Section 3 (for all areas). Note any discrepancies in Section 5.

1. Lead-In Flags (Minimum Required For Skiway Certification, Reference Reverse Page)

- A. Each set of lead-in flags consists of four (4) flags arranged to make a "plus sign" (+).
- B. Flagging consists of thirteen (13) sets of lead-in flags along Skiway extended center-line.
 - C. Initial set of lead-in flags are located 1,000 ft. from the Skiway threshold along Skiway centerline.
 - D. The second set of lead-in flags are spaced 500 ft. from Initial set, followed by the third set, 500 ft. after.
 - E. Remaining sets of lead-in flags are spaced 1,000 ft. apart out to 12,000 ft. from Skiway threshold, forming a two-mile lead in.

Skiway Flags (Minimum Required For Skiway Certification, Reference Reverse Page)

- F. Sets of three (3) black flags are in place at 400 ft. intervals along the full length and on both sides of the Skiway.
- G. Five (5) red flags are in place on both sides at the thresholds and midpoint of Skiway.
- H. Three (3) 2,000 ft. remaining flags (black with a white number two (2)) on both sides of the Skiway, 2,000 ft. from each end.

2. Ski Landing Area Flags (When Area Does Not Satisfy Skiway Requirements Above)

- J. Two (2) black flags are in place at 500 ft. intervals along the full length and on both sides of the Ski Landing Area.
- K. Three (3) red flags are in place on both sides at the thresholds and midpoint of Ski Landing Area.
- L. Two (2) 2,000 ft. remaining flags (black with a white number two (2)) on both sides of the Ski Landing Area, 2,000 ft. from each end.

3. Surface Conditions Inspection (All Area Types)

- M. Surface Groomed (Method:) O. Recommend Operating Weight of:
 - N. No changes in elevation greater than 4" in 20 feet over surface P. Edges of landing area groomed for contrast
- Surface Evaluation: By LC-130 / Aircraft By SLACO Camp Personnel Photos / Diagram Attached

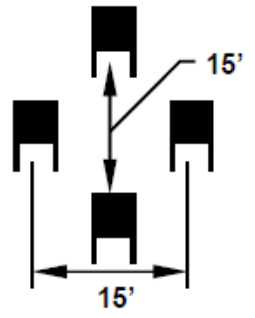
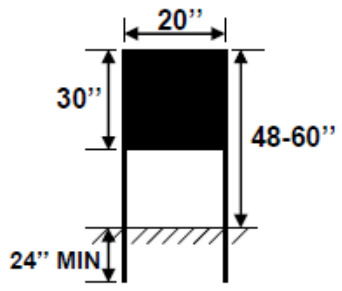
ARA FLYABILITY CHECK

4. *Required when an instrument approach has not existed previously at a site. Perform a thorough inspection of new ARA procedures considering Obstacles, Altitudes, Courses and Ease of Use. Note any discrepancies or recommendations in section 5 below.*

- Q. Valid Emergency Safe Altitude (ESA)
- R. Valid Minimum Safe Altitude (MSA)
- S. Correct Final Approach Course
- T. Correct & Safe Procedure Altitudes & Courses
- U. Correct Minimum Descent Altitude (MDA)
- V. Safe Missed Approach Procedure
- X. Correct / Accurate Camp Diagram
- Y. Radar Return Adequate for Safe Radar Approach

5. Discrepancies, Concerns, Recommendations and Required Changes

Example: " K. One Red Flag missing on Grid North Side of SLA, Replacement Required."



FLAGGING EXAMPLES

